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INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

A Message From President C.J. Chamberlain

ON MAY 14 AND 15, THE Grand Executive Council and the Grand Board of Trustees met at Grand Lodge Headquarters in a busy two day session, at which time numerous matters being progressed by our Brotherhood were discussed, and plans for future action were formulated.

A matter of major importance, our March 1, 1968 Wage Movement is being progressed as expediously as possible. We expect to commence conferences on a national basis with the Carriers' National Conference Committee shortly after June 1, 1968. As developments occur they will be reported to our membership as promptly as possible.

During our meeting we received reports from some of our Vice Presidents concerning the difficulties they are experiencing in placing the provisions of Arbitration Board 298 Award into effect. As a matter of information, we have requested that the Board be reconvened to render interpretations on several areas of dispute, and we have submitted twenty-seven questions to the Board for clarification. It was decided at our Council meeting that following receipt of the interpretations, we will again attempt to work with those carriers where we have not been able to place the Award into effect, and if they continue to refuse to recognize the Award we will take necessary steps to secure the terms of the Award which are due our members. This might well result in our exercising our economic strength.

Frankly, it is difficult for us to conceive in our minds why carrier officials on some properties persistently refuse to recognize and apply terms of negotiated agreements. In some cases, it may well be that top management is not aware of the tactics of certain subordinate officers in its employ who, by their failure to negotiate and apply the Award, are doing everything they can to promote discontentment among our members. We are aware of the joint effort of top management and labor to sit down and work out problems and maintain harmonious relations in the railroad industry, and we subscribe to this joint effort wholeheartedly. However, if the action and attitude of certain subordinate carrier officials on some properties continues in the future, unquestionably it will

President C. J. Chamberlain

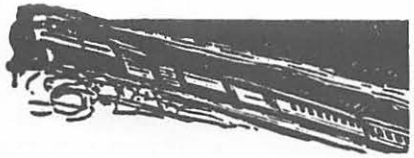
undermine and destroy any accomplishments that could be made by the top level joint labor-management discussions.

We certainly are hopeful that the situation on those properties where we are experiencing difficulty to apply Arbitration Board 298 Award will improve, however, if it does not, I can assure you that we will see to it that top management becomes aware of the situation.

Another matter of primary concern to our membership which was discussed at our Council meeting, is the effect of railroad mergers and the necessity for our General Committees on the properties affected to work toward an eventual merger of their respective Committees.

While we recognize that there are a number of problems to work out in merging Committees, nevertheless, none are unsolvable if our members approach the matter with the viewpoint that it can be done, must be done, and will be done in the best interests of the membership.

There are many advantages in merging of Committees, such as the improvement of the financial structure of the merged Committee; the more equitable dues structure for the members involved; and the ultimate negotiation of one master agreement to cover all of our members on the merged properties. We must work toward this end as promptly as possible, and it is incumbent on each of our members and Local and General Committee officers to cooperate fully in our joint endeavors to improve the national structure of the Brotherhood of Railroad Signalmen by merging our Locals and General Committees wherever it is practical to do so.



On May 18, Vice Presidents C. S. Chandler and R. T. Bates and I attended a joint meeting of Chicago, Burlington and Quincy Local 103, Northern Pacific Local No. 87, and Great Northern Local 154 at St. Paul, Minnesota.

General Chairman W. A. Class of the Northern Pacific was Chairman of the meeting, and he was assisted by General Chairman W. W. Lauer of the Chicago, Burlington and Quincy, and General Chairman R. F. Richardson of the Great Northern, in making the arrangements for the meeting. The meeting was well attended and I was very impressed with the interest and enthusiasm displayed by our membership.

Of major concern to the members was the status of our March 1, 1968 wage case and other national moves being handled by Grand Lodge, also the Northern Lines merger. We reported to the members on the matters being handled, and discussed at length the pending merger of the Northern Lines. The discussions at the meeting were very informative and, most important, reassured me of the determination of our members to support the Brotherhood of Railroad Signalmen in our current wage move and other matters which we are progressing in their behalf. We were aware of this enthusiasm and determination, and cannot speak too highly of the leadership displayed by our General Chairmen and Local officers on the Chicago, Burlington and Quincy, Great Northern and Northern Pacific properties. It is encouraging to work with such dedicated and progressive officers, and they are to be commended for their untiring efforts in representing the interests of their members. With this spirit of dedication and cooperation, there is no doubt in my mind that any merger problems on the Northern Lines that we may be confronted with will be worked out in the best interests of the members affected.

The next few weeks will undoubtedly see many developments in connection with the various matters being handled by Grand Lodge. We will keep you informed as developments occur. However, to be fully informed on all subjects pertaining to the operation of your union, we strongly recommend that you attend your Local meetings to hear the reports from your Local officers and to strengthen the position of your Brotherhood.

Colorado Court Reverses Crossing Damage Award

A $65,000 DAMAGE CLAIM awarded more than three years ago to a former Boulder, Colorado, woman was overturned recently by the Colorado Supreme Court.

The high court ruled that the woman was responsible for the grade crossing train collision in which she was injured, not the engineer operating the locomotive.

The 3-0 decision reversed a ruling by a district court judge and repeated the high court's long-standing opinion that a motorist has the responsibility to watch for trains when he comes to a railroad crossing.

"This court has consistently held for nearly 75 years that a traveler approaching a railroad crossing must use such degree of care as the circumstances may require for his own safety," the Supreme Court said.

"Her own testimony indicates that she was driving along the road oblivious of her surroundings," the high court said.

The court ruled that Mrs. Elizabeth M. Lipscomb, driver of the car, was guilty of contributory negligence. She had testified that she didn't remember seeing crossing signs, the track or the locomotive. She said she was driving with her windows up and radio playing.

In reviewing the case, the Supreme Court found that the train's whistle, bell and lights were all being used as it approached the crossing.

"This court has repeatedly held that it is the duty of a motorist approaching a railroad crossing to exercise due care for his own safety by looking, listening and stopping if necessary, none of which acts were done by the plaintiff in the case," the decision said.

The case involved a suit brought against the Denver & Rio Grande Western Railroad by Mrs. Lipscomb.

AFL-CIO Seeks Ways To Halt Rising Medical Costs

THE AFL-CIO EXECUTIVE Council recently reported a seven point program aimed at halting the runaway medical costs. If the uncontrolled escalation of medical costs are not halted, $100-a-day hospital charges "will soon be typical," the council stated.

The federation said the "one ultimate answer" to price gouging by doctors and inefficiency in hospitals is national health insurance. The council urged consideration of a seven point program aimed at "reducing the cost while maintaining the quality of medical care."

The steps urged by the council are:

Promotion of comprehensive group practice prepayment plans which have proved their ability to provide quality health services at minimum cost.

More efficient utilization of doctors, nurses and other health personnel, including improved training opportunities.

A negotiated fee schedule for all physicians participating in federal programs and preferably a system whereby patients pay set amounts periodically for total health care, including physician services, hospitalization and extended care.

Reimbursement of hospitals for medicare and other government programs on an "average cost" basis which would reward the efficient and penalize the inefficient.

Ending the artificial distinction between the hospitalization and doctor bill insurance "by establishing a single system of financing both, requiring no additional out-of-pocket payment from beneficiaries."

Authority for the Food & Drug Administration to evaluate the relative effectiveness of drugs and a requirement that hospitals participating in government financed programs purchase drugs by generic name and by competitive bid where there is no difference in effectiveness.

Hospital supervision over physicians using hospital facilities.

Congress didn't establish the medicare and medicaid programs and unions haven't negotiated for health benefits "to enrich physicians and other providers of medical care," the council declared.

"The one-third increase in the premium cost of the supplementary medicare program was a cruel financial burden on the elderly," the statement said.

Attend Your Union Meetings

Rail Earnings Reported Up For First Quarter

A RECENT ISSUE OF THE Wall Street Journal reported rail earnings up for the first quarter of 1968. The Penn Central, in their first report, showed a net increase of 16.6 percent for the quarter. The report showed rail earnings climbed 14.6 percent, operating revenue 3.2 percent, and other profits up 16.8 percent.

These earnings are calculated on the basis of what the merged company would have earned had it been in existence during the periods covered by the report.

Stuart T. Saunders, Penn-Central chairman, called both the consolidated and railroad earnings encouraging and a real indication of our progress in realizing the efficiencies and economies which we projected as a result of our merger. He said the merger was "progressing extremely well—much more smoothly than we had anticipated."

At the same time, the Journal reported the first quarter net income of the Northern Pacific increased 80 percent over last year. Freight revenue rose about 8 percent and also contributing to the improvement in the net was a $480,000 increase in nonrail income to $5,862,000.

The Denver & Rio Grande Western reported profits topping last year, with President G. B. Aydelott, stating that he anticipates a small gain in net income for the full year. This forecast is based on anticipated traffic levels but excludes such factors as possible benefits from the rail industry's recent proposed general freight rate increase, that would average about 5 percent.

As these reports come in and also with the cost of living going up each month, the wage increase that the Signalmen are seeking at this time, should be considered as modest.

Why Railroad Retirement Taxes are Higher Than Social Security Taxes

RAILROAD EMPLOYES FREquently ask why railroad retirement taxes are so high in comparison with social security taxes. That some differential in the tax rates should exist is probably taken for granted because most people are aware that the railroad retirement system provides much more liberal benefits than does the social security system. But what is apparently not well understood is why the difference between the tax rates must be as large as it actually is. The purpose of this statement is to give a detailed answer to this important and complex question.

For purposes of analysis, both the railroad retirement benefits and taxes may be looked upon as consisting of two parts: (1) the social security part, and (2) the additional or excess part. The social security part of the benefit consists of the amount which social security would have paid on the basis of the railroad service involved had such service been covered under that system all along. Similarly, the social security part of the railroad retirement tax consists of taxes on railroad earnings computed according to social security rates; the remainder is the additional tax which is associated with the extra benefits.

The social security parts of the benefits and taxes pose no special problem to railroad employes because in this respect they receive, as a group, the same treatment as do workers covered directly by the social security benefit program. This is accomplished through an arrangement known as the financial interchange between the railroad retirement and the social security systems. Under this arrangement, the railroad retirement system purchases from social security, on a group basis, the social security parts of its benefits at the same "price" that is charged nonrailroad workers. Therefore, the practical effect of the financial interchange is that career railroad workers pay for the social security part of their benefits no more than they would have paid for such benefits had they been directly covered by the social security system. Whatever extra taxes they pay is for the purpose of financing the benefits which are over and above what they could receive from social security. The only question that remains, therefore, is whether the extra railroad retirement benefits are worth the additional taxes.

The answer to this question is definitely in the affirmative. Studies made by the Board's actuaries indicate that to purchase the extra railroad retirement benefits from private sources, the employe would have to pay a great deal more in premiums than the railroad retirement system charges him in additional taxes. In this area, comparisons with social security are irrelevant simply because the extra railroad retirement benefits cannot be obtained from social security under any conditions. Therefore, it is just as improper to expect that the extra railroad retirement benefits can be financed by taxes proportionate to social security rates as it would be to expect the social security rates to be applicable to private pensions. Incidentally, a study made for 1967 active employes revealed that even for an employe as young as 30 years of age, the extra railroad retirement benefits may be worth nearly three times his own additional taxes. For older employes, the corresponding ratios were much higher.

Getting more specific, some of the advantages railroad workers have under the railroad retirement system, which workers covered by the social security system do not have, are as follows:

1. Railroad workers are protected not only against total disability but also against disability for their regular occupation. Under social security, disability benefits are available to workers only if they become totally disabled.

2. Long-service railroad employes can retire as early as age 60 under the railroad retirement system with a reduced annuity. However, under social security, the earliest age at which workers can retire is 62, also with reduced benefits.

3. Widows of railroad workers can receive an unreduced monthly benefit at age 60 (even if not caring for eligible children) whereas benefits for widows aged 60-61 when their benefits begin are reduced under social security.

4. Railroad employes are guaranteed that they and their families will always receive at least as much in benefits as they will have paid in railroad retirement taxes. For example, should a railroad employe who had worked continuously under the act since 1936 (at maximum creditable compensation) die without drawing any retirement benefits and should he not be survived by a widow, a minor or disabled child, or anyone who would ever be entitled to receive monthly benefits, the Board would pay a residual benefit which can now (as of January 1, 1968) be as high as $8,460. The benefit would be paid to his designated beneficiary or his estate. Had the same individual been covered by social security instead of railroad retirement and had he died under the same factual situation, social security would pay the sum of $255 as a lump-sum death benefit and no further payments would ever be made on his account.

5. Except for disability annuitants under age 65, a railroad annuitant may work for pay after retirement and continue to receive his annuity regardless of how much he earns, provided the work is not for a railroad or for his last nonrailroad employer. Under social security, however, a beneficiary under age 72 will generally lose a part or all of his benefits if his earnings exceed certain limits.

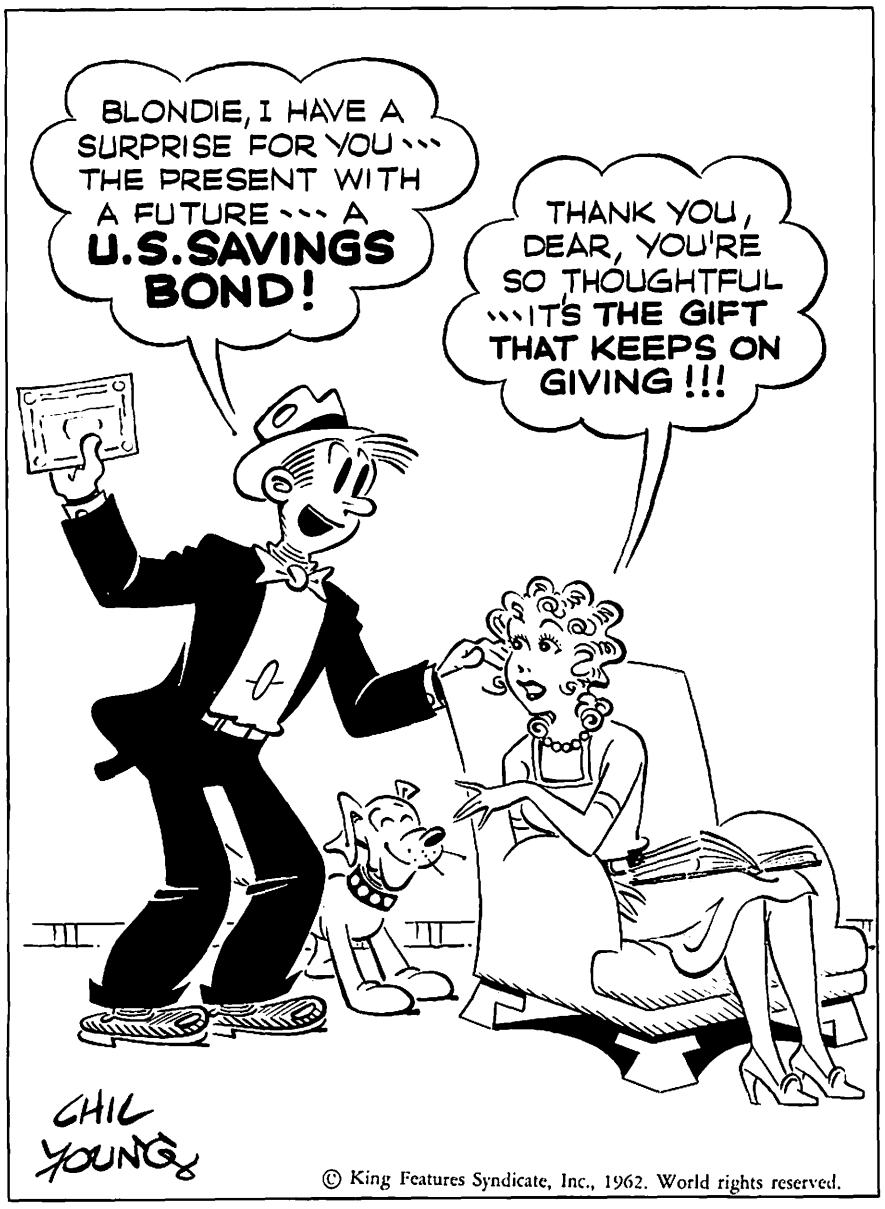
6. Wives' and widows' benefits under the Railroad Retirement Act are reduced only slightly for the receipt of a social security benefit on their own earnings records. However, under social security these women could receive only the largest of the two benefits to which they were eligible.

To give an idea of the size of the extra railroad retirement benefits, a few figures will be cited. The current (December 1967, but adjusted for the effects of the

1967 social security and 1968 railroad retirement amendments) average railroad retirement annuity being paid is $165, or 70 percent more than the average benefit being paid by the social security system to retired workers. The maximum annuity (exclusive of the supplemental annuity) which a retiring railroad employe may now receive is about $267 a month; the social security maximum in the usual case is about $156 a month. Furthermore, under the present provisions of the Railroad Retirement Act, future employe annuities can be as high as $550 a month and, in some cases, even higher; in contrast, the present social security law has an absolute maximum of $218 a month for all time to come. As for auxiliary benefits under the two systems, that is, benefits to dependents and survivors, the differences between railroad retirement and social security are not as large, but they are still large enough to require considerable additional taxes to finance them.

Another important factor which has a bearing on the problem is the generosity of the railroad retirement system in the past. During the period 1937-66, the railroad retirement system paid out in benefits close to $6-½ billion more than so-social security would have paid to railroad retirement beneficiaries in the same period. These benefits were far in excess of the taxes paid with respect to them. To pay these benefits, it was necessary to use moneys which should have gone into building up an adequate reserve for employes not yet retired. This has created a kind of internal debt which must be serviced from future tax income. What aggravates the situation is that the base (that is, number of active employes) over which this part of the cost can be spread has become relatively small.

How costly the railroad retirement benefits are in relation to the taxes associated with them can be seen from the following figures for calendar year 1967. In that year, total tax collections amounted to $725 million, while total benefit payments came to $1,220 million or almost twice the amount of taxes. (The difference was made up from other sources of income, namely, the financial interchange discussed above, and interest on invested funds.) In contrast, social security collected more in taxes alone ($22.6 billion) than it paid in benefits ($21.1 billion). The strikingly different situations under the two systems is another reason why comparisons between railroad retirement and social security must be approached with the greatest caution.


BLONDIE, I HAVE A SURPRISE FOR YOU ... THE PRESENT WITH A FUTURE ... A U.S. SAVINGS BOND!
THANK YOU, DEAR, YOU'RE SO THOUGHTFUL ... IT'S THE GIFT THAT KEEPS ON GIVING !!!
CHIC YOUNG
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Rail Safety Bill Sent To Congress

THE DEPARTMENT OF Transportation recently sent to Congress proposed legislation to establish a comprehensive Federal rail safety program.

The bill would give the Secretary of Transportation broad authority to promulgate safety regulations and standards affecting rail operation.

The measure would replace present piecemeal statutory regulations, some of which were enacted as long ago as 75 years.

Secretary of Transportation Alan S. Boyd, in his transmittal letter, said the "time has come to revise the outmoded legislative structure supporting rail safety.

"This bill would do this and place regulation of the nation's railroads on substantially the same footing as aviation and highway safety regulations."

Boyd pointed out that current statutes are limited in scope, do not all reflect changes in rail technology, and cover only a few of the most obvious safety problems.

In the past seven years, he said, monthly average of train accidents has increased from 341 in 1961 to an estimated 590 in 1967.

Commenting for rail labor, chairman G. E. Leighty of the Railway Labor Executives' Association said: "The toll of railroad accidents

is the greatest unpublicized tragedy in America today and we are delighted the Johnson Administration is asking for urgently needed railroad safety legislation.

Will Study Bill

"We hope the Administration safety bill will be adequate to do the job but we can't be sure until we study it," Leighty added.

As for the railroads, the RLEA two weeks ago urged the Association of American Railroads to cooperate in seeking a broad and strong new rail safety law—only to draw the reply that "rushing pell-mell into new legislation isn't the answer."

Reading Trainees Receive Diplomas

THE READING COMPANY recently enrolled three new employes in their signal training program. These trainees were given specialized technical training at Cleveland Institute of Electronics School, preliminary to their further instructions to be received on the Carrier's property in an eight month period.

While they attended Cleveland Institute of Electronics School, on an eight hour, five day basis, they were compensated at a rate of $2.00 per hour. Upon completion and passage of this course, which was of nine weeks duration, they returned for on-the-property training, which includes both field and classroom instructions. During this period trainees will receive a progressive rate, starting at $2.9110 and ending at $3.0402 per hour.

The trainees: J. McGinley, M. Bell and L. Smith, received diplomas from Mr. Harry F. Smith, Chief Engineer, for having successfully and meritoriously passed all tests, relative to this course.

Government Spending On Highway, Water And Air Break All Records

IN A STUDY RELEASED RECently by the Association of American Railroads, it was reported that all levels of the government will spend a record breaking total of nearly $20 billion for highway, water and air transportation facilities, this year. This is equal to about $400 for each American family.

These outlays by federal, state and local governments will surpass 1967 transportation spending by more than $1.5 billion and will boost the total for all years of record to over $298 billion.

Federal spending alone will total an estimated $6.4 billion in 1968 with specific outlays to include $4.9 billion in federal highway spending. The Federal Airways System and aircraft development will receive $922 million with $87 million for airports and another $59 million for federal cash subsidies to airlines and $419 million for waterways, not including multiple-purpose projects, TVA or the St. Lawrence Seaway.

State and local governments will spend $13.4 billion this year on transport, up a billion over last year.

Compared to these billions for other transportation facilities this year, the Federal Government is spending $22 million for high-speed intercity ground transportation research and development, a major part of which will go into railroad demonstration projects in the Boston-Washington corridor.

Costs of ownership and maintenance of the railroads' privately owned and maintained facilities account for about one-fifth of the rail revenue dollar. The AAR report contrasts this outlay with comparable cost paid for, or provided gratis, by the government, ranging from about 5¼ cents of every revenue dollar for ICC regulated truckers to a free ride by users of the nation's inland waterways.

President Johnson's recommended program to revise and update user charges for government provided and maintained transport facilities, if enacted by Congress, would raise an additional $239 million from highway users, $40 million more from airway users and $7 million more from waterway users, the study points out.

Three Reading Company signal trainees who recently received diplomas upon completing their course are shown above left to right: J. McGinley, M. Bell, L. Smith, Chief Engineer Harry Smith, and General Chairman J. P. Fiori.

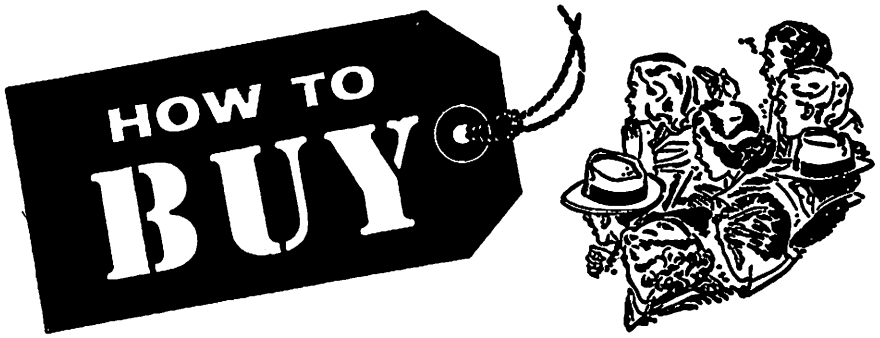
RACO Announces New Appointments

MR. H. B. GARRETT (SIGNAL Engineer Southern Pacific Company Retd.) has been commissioned as consultant to Railroad Accessories Corporation.

Mr. Wayne Vander Leest, formerly with Chicago and North Western as Roadmaster at Hutchinson, Minnesota, will represent Railroad Accessories Corporation as Sales and Service Representative with headquarters at San Francisco, California.

Mr. Robert D. Birt, as Assistant Signal Engineer will headquarter at the main plant in Minneapolis. Mr. Birt comes to RACO from the Penn Central System where he served as Assistant Signal Supervisor at Springfield, Ohio.

These appointments were made by H. A. Scott, President of Railroad Accessories Corporation as of May 1, 1968.



By SIDNEY MARGOLIUS, for The Signalman's Journal

WITH PRICE TAGS ON homes and mortgages both spiraling, a four-alarm housing crisis is in the making. This replaces the ordinary housing crisis that has been plaguing working families for the past decade.

If you have been planning to move into a larger house, or are a young family seeking to buy or even rent a home, you've got a problem. We kid you not. We'll leave that to the real-estate dealers and bankers who have just persuaded Congress to increase the interest rate on FHA and VA mortgages to 6¾ percent.

In the U. S., typical mortgage interest rates now have reached close to 7 percent—highest in almost 40 years. How high they can go is shown by what has happened in Canada. There mortgage rates have gone to 9-9½ percent. Some 15 years ago Canadian mortgages were 6-6½ percent.

The problem is compounded by the constant rise in the prices of houses themselves. Homeseekers now must pay higher interest rates on top of bigger mortgages.

Typical new houses even in the so-called moderate-price developments, now cost $22,000-$23,000. Prices of older houses are almost as forbidding. Reports by the National Association of Real Estate Boards indicate that the average existing house now sells for approximately $20,000. Prices of such houses have been going up about $600 a year on average. During the peak sale months of June, May, July and March (in that order), existing houses have been selling for $1,000 more than a year ago.

These prices are noticeably out of reach of most working families. Since you are supposed to pay not more than 2½ times your annual earnings for a house, the average working family earning about $6200 a year now can afford a little over half a house, (one for about $15,600).

A working family that buys a new house for $22,000 with say, a $17,000 mortgage for 30 years, will pay back an extra-ordinary amount. It will pay $107 a month on the mortgage (not counting taxes and other expenses). Over the 30 years it will repay a total of $38,678 on the original $17,000. Figure you work 3½ years just to pay the interest on the mortgage.

While homeownership costs have gone up more sharply than rentals in recent years, renters will feel the interest rate squeeze too. Interest rates for new apartment construction average between 7¼ and 7½ percent, the real-estate association reports. These high rates will push up rents on both high-rise and garden apartments in the larger towns.

Worthwhile advice is hard to come by in this situation. Here are a few suggestions that may temper the housing squeeze a little for home-seekers and present owners:

—Avoid buying during the peak salemonths of March through July. Prices of existing houses often are two to three percent less during the fall and early winter. Three-bedroom houses are most in demand. Tags on two-bedroom or four-bedroom houses are relatively lower.

—If at all possible, see if you can take over the lower-rate existing mortgage. A house with a mortgage under 6 percent is worth more to you if you can swing the larger down payment needed, or if the owner will take back a purchase-money mortgage, at a reasonable rate, for part of the down payment.

—If you live in one of the large cities where unions and other groups have gotten together to build cooperative housing developments, this is your best bet. In New York City, for example, where the United Housing Foundation is sponsoring the huge new Co-Op City development, unions and allied groups already have completed apartment developments now sheltering thousands of families at such typical rates as $115 a month for five rooms. Co-Op City alone will provide apartments for 15,500 families.

In Chicago, a sister organization, the United Dwellings Foundation, has been established to put up co-operatively-owned apartment buildings there. Co-Op homes also are being built or have been built by unions in Seattle and several other cities.

TV, WASHER SALES: June is the month manufacturers and stores cut prices on TV sets and washers and dryers to clear this year's models.

FUEL OIL: Heating-oil prices have been increased. You can save by having your tank filled during June or July at the reduced summer rates against next fall's needs.

FOOD BUYING CALENDAR: About the only regulation of food prices you are likely to get this year will be your own planning of what you buy and how you buy it. Food prices, especially meat, are due for a sharp rise this summer. Buy of the month again is eggs, which are in near-record supply. The U. S. Agriculture Department *Food & Home Notes* advise that there is a large supply of frozen fish, especially halibut steaks. Among the relatively better meat buys this month are chuck, round, hamburger, hams and pork shoulder.

Another help this spring is the low prices of turkey. Storage supplies are 32 percent above a year ago, and current marketings heavy. Pork is still relatively reasonable, with smoked and fresh shoulder among the better values.

Despite what the Agriculture Department said in announcing the milk price rise, milk and milk products are in abundant supply. In announcing the hike, the department said milk production in February was 3 percent below a year ago. But another release just before that said production that month was up almost 3 percent. In any case, American cheese stocks are in heavy supply, prices are reasonable, and cheese is the other "buy of the month."

news from Canada

THE CANADIAN LABOUR Congress, representing more than 1,500,000 workers, drastically overhauled its constitution and structure at its 1968 biennial convention, recently held at Toronto.

The 1,678 delegates adopted 35 recommendations for change, presented by a CLC commission that had spent almost two years studying the Congress structure.

The report includes a code of ethics for unions and proposals for minimum standards of service to members. It also added the presidents of the Provincial Labour federations to the CLC Executive Council.

But the convention delegates backed the commission in turning down a proposal from the Quebec Federation of Labour that education and organizing be turned over to the Provincial federations.

The convention, with a federal election called for June 25, had strong political overtones, highlighted by an appearance by T. C. (Tommy) Douglas, leader of the labour-backed New Democratic Party.

Douglas, who received standing ovations both before and after his address, said he was at the big labour convention "because I want people to know what side I'm on."

He said Labour would have to turn more to political action because many problems could not be settled solely at the collective bargaining table. He cited specifically compulsory arbitration, the use of ex-parte injunctions in labour disputes, poverty, rising living costs and Canada's "unjust" tax system.

"Trade unions must be concerned with who holds the levers of power," he added. "For these people, in a few days, can wipe out all the gains you have made at the bargaining table."

A policy statement presented by the CLC's International Affairs Committee was referred back by delegates who wanted it to take a stronger anti-war stand. When finally approved, it called for Canada's withdrawal from NORAD and for immediate cessation of all arms shipments to the U.S. "We have no right to profit on this wretched war," the statement said.

The delegates also heard a strong defense of international unions. The commission that studied the CLC structure said the internationals are needed in Canada to face the power of giant international corporations. It added: "Canadians in international unions are able to meet the demands of international solidarity and Canadian autonomy without becoming schizophrenic."

Another policy statement adopted by the convention said that only luck had so far prevented Canada from slipping into a major recession. The Economic Policy Committee listed these "fortuitus circumstances"—Expo '67, the Canada-U.S. Auto Pact, a moderate increase in government spending, and a continued increase in U.S. demand because of the Vietnam conflict.

The statement also said that bad times may be ahead for Canada with almost 500,000 unemployed and another 240,000 job seekers about to enter the labour market.

And it took a strong swipe at labour critics who said that higher social security payments and higher wages would hurt the economy. Instead they would aid the country's economic health by increasing demand.

This theme echoed the presidential address of Donald MacDonald, the CLC Secretary-Treasurer who took over as Acting President when Claude Jodoin suffered a stroke last summer and since has been confined to a hospital. MacDonald said the country is producing ample wealth but it is not being distributed equitably, and called on unions to bargain for a higher standard of living for workers. He, too, urged increased political action. "Most workers' problems," MacDonald said, "could be solved by better legislation."

On the closing day, MacDonald was elected president by acclamation and William Dodge, formerly an Executive Vice-President, was named Secretary-Treasurer, also by acclamation. Executive Vice-President Joe Morris was returned and Gerard Rancourt, General Secetary of the Quebec Federation of Labour, was also elected an Executive Vice-President, beating out another Quebecer, Romeo Mathieu.

The convention opened in an atmosphere of dispute between the CLC Executive Council and the Quebec Federation of Labour which had engaged in no-raiding talks with the rival Confederation of National Trade Unions, which operates almost exclusively in Quebec Province.

The Quebec Federation had prepared an emergency resolution appealing a council decision that such talks should be headed up by the Congress rather than by an affiliate. But later the Federation de-

cided not to go ahead with its appeal and the delegates unanimously adopted a resolution, presented by the Executive Council, that authorized the CLC and the Federation to continue discussions with the CNTU.

A housing policy statement called for massive land assembly programs, more emphasis on multiple housing units rather than individual dwellings, and more and better public housing. It also said public agencies should acquire land and lease it for housing.

A medicate statement called for full implementation in all ten provinces of the federal program of compulsory, universal, publicly-operated health insurance. The legislation comes into effect July 1 but so far only two provinces intend to start programs on that date.

The delegates also endorsed a policy statement calling for continued support by unions of the New Democratic Party, and a statement on human rights that said legislation on the books was not enough, it had to be enforced by strong agencies.

Several resolutions that at other times might have produced controversy were adopted on the closing day with barely a whisper of debate. One would make abortions legal for any woman who wants one for any reason. Another would pay wages to mothers who stay home and don't hold jobs. It was referred to a Congress committee for further study.

The convention also raised the full-time officers' salaries by $5,000 each. The move puts the salary of the president, the highest paid officer, up to $25,000.

The delegates unanimously moved a vote of tribute to the ailing Claude Jodoin, and MacDonald announced, in reply to a question from the floor, that the Executive Council had voted him a $14,000 a year lifetime income.

As he declared the convention closed, MacDonald, his voice reduced to a whisper after five days in the chair, thanked the participants: "You have made this the most successful convention ever held by the Canadian Labour Congress," he said.

Union Carbide Names Hilton Director Of Manufacturing

PAUL F. HILTON HAS BEEN named director of manufacturing for Union Carbide Corporation's Carbon Products Division. In his new position, he will be responsible for the Division's production operations in the United States and Puerto Rico. He succeeds F. B. Vernon, recently appointed executive vice president of the Carbon Products Division.

Mr. Hilton received his high school education in England, and attended Oxford University for a year before entering North Carolina State University, from which he was graduated in 1944 with a bachelor of science degree in engineering. Following two years in the Navy, he joined the Carbon Products Division in 1946 in the works engineering department at its Clarksburg, W. Va. plant.

Since November 1964, he has served in Geneva, Switzerland, as product director of carbon products for Union Carbide Europe.

Supreme Court Blocks Northern Rail Merger

AT THE ELEVENTH-HOUR, just when earlier attempts had failed, Chief Justice Earl Warren signed an order halting at least temporarily the merger of the Great Northern, the Northern Pacific and the Burlington railroads.

The justice department took the unusual step of going to the home of Chief Justice Earl Warren to present a petition that the merger be held up until a three judge federal court could hold hearings on the case.

The justice department said there was an anti-competitive aspect to the big merger. It questioned how the combined operation would affect the Milwaukee road which has been competing with both the Great Northern and Northern Pacific. The Milwaukee is much weaker financially than these two lines.

The department also stated that in approving the merger, the ICC was "arbitrary and capricious" and showed an "abuse of discretion."

A number of railroad industry legal sources stated that Justice Warren's order may set up a chain of events that could delay the merger completion as long as a year, even if the merger should finally be approved by the courts. That is, if the supreme court rules that the merger should be restrained, but if the court decides that the lower court was correct in not restraining the merger, then it could take place with little delay.

At least a dozen top officials of the three railroads were gathered in New York to sign the final papers to consummate the merger which has been in the works for about 12 years, when Chief Justice Warren signed the order halting it. At a news conference these officials stated that the companies were disappointed and that every day their proposed unification is delayed will put off a savings of at least $100,000 a day.

The proposed consolidation would create a 26,500 mile rail system covering much of the western half of the country. The three smaller lines included in the merger were the Spokane, Portland & Seattle Railway; the Colorado & Southern Railway; and the Fort Worth & Denver Railway.

Why So Many Crossing Crashes?

MOSTLY BECAUSE DRIVERS pay little or no attention to signs and other protective devices at crossings. They pay no attention, because they cross the tracks day after day without seeing a single train. So the round advance warning sign and the X on the crossbuck post become just a part of the scenery—familiar, unalarming.

In more than 40 percent of the accidents, the drivers disregarded mechanical protection—bells they could hear, flashing red lights they could see, even watchmen who tried to flag them down.

In a recent year, 1,330 crossing gates in California were smashed by drivers who "couldn't stop in time." The same happened to 1,000 gates splintered in Pennsylvania.

CONCLUSION: Drivers just don't slow down soon enough. Watch for the advance RR warning sign! When you see it, slow down and be ready to stop.

How Working Affects Your Benefits

RECENT LEGISLATION INcreased the amount of money that may be earned by beneficiaries without affecting their monthly benefits from the Railroad Retirement Board. This applies to survivor annuitants, employes entitled to disability annuities, and other beneficiaries whose annuities are paid under the special guaranty. Loss of benefits can sometimes be avoided if the annuitant understands how working can affect the amount of annuity that may be paid to him. The following questions and answers explain the new rules.

1. I am a 62-year-old widow of a railroad employe. What are the new conditions governing the payment of my widow's annuity if I go to work?

Under the new rules in effect in 1968, if you earn more than $1,680 in a year in nonrailroad work, you can lose $1 in benefits for each $2 earned between $1,680 and $2,880, and $1 in benefits for each $1 earned over $2,880. However, no deductions will be made in your annuity for any month in which you do not earn more than $140 in wages or, if self-employed, in which you did not engage in self-employment. These restrictions apply only while you are under age 72. As before, your annuity is not paid for any month in which you work for a railroad, regardless of your age.

Under the old law, reductions began when earnings exceeded $1,500 a year, and the dollar-for-dollar deductions started with earnings above $2,700. Also, deductions could be made for months in which earnings exceeded $125.

2. I am receiving a widow's annuity of $70 and have a part-time job as a sales clerk. How will the benefit deductions be made if I have excess earnings in 1968?

Suppose you earn $250 in every month of the year or a total of $3,000. The amount to be deducted is $720 ($600 for the $1,200 of earnings between $1,680 and $2,880, and $120 for the $120 of earnings over $2,880). You will therefore lose your annuity entirely for 10 months, plus $20 of your annuity for the 11th month.

Suppose, on the other hand, that you earn the same total amount in the year $3,000—at the rate of $135 a month for 8 months and of $450 a month for 4 months. Even though your excess earnings are the same as in the above example, you would lose only 4 months' benefits or a total of $280. This is because no deductions would be made for the months in which you earned $135.

3. Do the restrictions on the payment of benefits apply to other types of survivor annuities?

Yes. They also apply to regular children's annuities and to parents' annuities. However, the earnings restrictions do not apply to disabled children aged 18 and over or to disabled widows aged 50-59. Their work is subject to special review in order to determine whether they may have recovered from their disability.

4. My widow's annuity will begin next July when I will be 60 years old. I plan to quit my job as a schoolteacher at that time. Will my earnings in the first 6 months of the year affect my annuity?

Your earnings in the first 6 months will be counted in determining if you have excess earnings for the year. Regardless of how much you earn in the first 6 months, however, you can draw your annuity for the remaining months of the year in which you do not earn more than $140 and do not work for a railroad.

5. I will be 72 years old in March 1968. How will my earnings in 1968 affect my widow's annuity?

Your earnings in the entire year will be counted to determine if you have excess earnings, but no deductions will be charged against months in which you are aged 72 or over. For example, assume your annuity is $74 a month and that you earn $200 in nonrailroad work in every month of the year, or a total of $2,400. According to the formula explained in the answer to question 1, your benefit deductions could total $360. Because of your attainment of age 72 in March, however, deductions will be charged only against January and February. Thus, you would lose only 2 months' benefits, or $148. If you earned $140 or less per month in January and February, there would be no benefit deductions regardless of how much you earned in nonrailroad work in the year.

6. I am a widow with two children. If my annuity is suspended because of earnings, will their annuities also be affected?

No. They will continue to receive their annuities if they have no excess earnings of their own.

7. I am a former railroad employe who retired on a disability annuity. How much can I earn under the new rules?

Your disability annuity will not be affected if you earn less than $2,500 a year in nonrailroad employment or in self-employment. The previous limit was $1,250. However, as in the past, the amount of your earnings may raise a question about the continuance of your disability, even if you earn less than the limit.

If you earn $2,500 or more, you will lose one month's annuity for each $200 earnings in excess of $2,400, counting the last $100 or more as $200. No deductions will be made for months in which your earnings are not more than $200.

8. I understand that there are special restrictions on the payment of retirement benefits that have been figured under a special guaranty. What is this guaranty and what are the special restrictions?

The special guaranty is contained in a provision in the Railroad Retirement Act which assures railroad employes and their families that their monthly benefits will not be less than 110 percent of the amount, or of the additional amount, they would receive if railroad work after 1936 had been covered by the Social Security Act. A family's benefits are paid under this guaranty if it produces higher amounts than the regular methods of computation. The portion of the benefits to a retired employe and his family that is due to the guaranty is subject to the same re-

strictions as those which apply to the payment of social security benefits. These restrictions, however, cannot have the effect of reducing benefits below the amount the family would receive under the regular railroad retirement formulas.

9. I am receiving an employe annuity based on age and service that was computed under the special guaranty. It amounts to $99, but would be $85 under the regular method of computing benefits. How would the earnings restrictions work in my case?

You could lose no more than $14 a month in benefits as a result of the restrictions on benefits computed under the special guaranty. Of course, your annuity would not be paid at all for any months in which you work for any railroad, or for your last nonrailroad employer if your last employment before retiring was outside the railroad industry.

10. If a widow is receiving an annuity figured under the special guaranty, are the earnings restrictions on her benefit different from those on survivor annuities computed under the regular formula?

No. The restrictions are the same. The different treatment discussed in questions 8 and 9 applies only to retirement benefits.

Long Island Receives Sick Leave Allowance

OUR BROTHERHOOD signed an agreement with the Long Island Railroad on March 15, giving employes represented by the Brotherhood of Railroad Signalmen, Sick Allowance starting March 1, 1968. When General Chairman George McGough signed the December 28, 1967 agreement with the Long Island, it contained a memorandum of understanding that provided for granting a sick wage rule in event any other craft on the property, locally or nationally, was granted such a rule.

In February of this year, with the granting of sick allowance to other organizations on the Long Island, the door was open for our Brothers on the Long Island to receive these additional benefits.

A brief outline of this agreement reads as follows:

As of March 1, 1968 an employe will receive 12 days' sick allowance. Unused sick leave may be carried over to subsequent years but in no year will an employe be entitled to more than 60 days' sick leave allowance.

The carrier will not pay an employe for the first working day in any period unless such leave is for a total of nine or more consecutive working days or the employe has five or more years continuous service or has more than 50 days of accumulated sick leave credit at the start of each period of absence.

An employe must file a written application, on a form provided by the carrier, within three days after returning to work in order to be granted paid sick leave. For extended periods, this form may be filed during the period of absence. Satisfactory medical proof must accompany the form to the carrier for more than two consecutive days.

Notice must be given to an appropriate superior one hour before the employe's scheduled tour of duty, except where it is impossible to do so, to entitle him to sick leave for any day absent. Employes injured while working for any employer other than the carrier, will not be granted sick leave allowance.

Additional benefits are provided when all sick leave and vacation time have been exhausted, at the rate of 60 percent of the employes' regular pay. These additional days start with employes who have four years of service and cover employes with 20 or more years giving them from 10 to 60 additional sick leave days.

Where employes are entitled to benefits under Railroad Retirement for absences due to illness or injury, credit will be taken by the carrier for such benefits and only the difference between the Railroad Retirement benefits and the daily rate of the employe's assignment will be allowed, which payment will be made on the employe's normal payroll. And in the event that an employe commences any action or proceeding against the carrier on the basis of any alleged injury received in the performance of duty and sick leave allowance is paid, the carrier shall have a lien against and is entitled to deduct from any settlement, the extent of the benefits paid.

Sick leave allowances will not be granted to employes aged 70 or over, for absence due to pregnancy, or absence due to indulgence in alcoholic liquors or narcotics.

President Chamberlain stated that the addition of this sick allowance agreement, together with the record gains in wages and other improvements our members on the Long Island received on December 28, places these men in line with other crafts in outside industry. Once again much credit is due General Chairman George McGough for his untiring efforts in negotiating this new contract.

Soo Line Protection Paves Way For Merger

THE CHICAGO GREAT Western and the Chicago North Western Railways apparently found the key to merge the two lines. All opposition to the long pending merger was eliminated as the two roads agreed with the protective conditions for the benefit of the Soo Line.

The Soo Line, in return for conditions beyond those recommended by the examiner, has dropped objections to the impending marriage of the carriers. The RLEA, also stated that they will withdraw their opposition to the merger, if the ICC imposes conditions agreed to by the two merger applicants and the Soo Line.

The agreement, announced jointly by the three roads, represented a still further yielding by the North Western and Great Western to the demands of the Soo Line. The conditions contained in the agreement announced recently include:

Direct interchange of freight cars at Minneapolis between the Soo Line and the merged road and two other major roads.

Access for Soo Line to the Roseport industrial district south of St. Paul on the Great Western system and the right to serve all industries at Roseport and along the route between St. Paul and Roseport.

Improved interchange between the Soo Line and the merged road at Chicago.

Removal of rate provisions of both the Soo Line and North Western, which place traffic of each carrier at a disadvantage if its origin or destination is on the other line in the Chicago area.

Renewal of a contract permitting Soo Line to serve certain industries at Ashland, Wis. The contract had expired in 1960.

With the ICC incorporating the agreed conditions into its order approving the merger, the Soo Line withdrew its opposition to the merger. A June date is now the target for the consummation of the merger.

Chapters Available

American Railway Signaling Principles And Practices

THE ASSOCIATION OF AMERICAN RAILROADS HAS ANNOUNCED RECENTLY THAT THE following chapters, from the communication and signal section on American Railway Signaling Principles and Practices, are now available. The Journal is printing a list of the chapters and price per copy for all who are interested in obtaining any or all of these chapters.

Chapter		Price Per Copy
I	History and Development of Railway Signaling (1953).	$ 1.25
II	Symbols, Aspects and Indications (Revised 1956)....	.55
III	Principles and Economics of Signaling (Revised 1955)	1.25
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XXVI	Relay Interlocking (1961)	2.50
		$18.70 net
	Chapter Binders ($2.75 each)	5.50
	(Two binders are required to accommodate the above listed chapters.)	$24.20 net

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Remittance must accompany all orders unless covered by railroad Purchase Order or Requisition. Checks or Money Orders should be made payable to the Association of American Railroads. Orders should be addressed to George McCann, Secretary, 59 East Van Buren Street, Chicago, Illinois 60605.

SHANTY BANTER

The minister had just polished off a country-style chicken dinner and was visiting with his host, the farmer. Noticing a fine rooster strutting across the barnyard, the churchman observed, "That's certainly a proud rooster out there."

"He has reason to be," replied the farmer. "One of his sons has just entered the ministry."

•

Children seldom misquote you. They repeat what you shouldn't have said word for word.

•

A little boy was attending school for the first time, and the teacher asked him, "Where does God live?"

"I don't know for sure," replied the boy, "but I think maybe in our bathroom. Every morning Daddy goes to the door, rattles the knob and yells, "God are you in there again."

•

There's nothing like a dish towel for wiping that contented look off a married man's face.

•

"My horse gets so lazy he refuses to walk for weeks at a time. What do you think I should do, Doc?" asked the farmer.

The vet examined the horse. "Next time he stands up," he suggested, "sell him."

•

It doesn't seem fair for the earth to be inherited by the meek. Surely they deserve something better.

•

When the proud father called up the printer to order cards announcing the birth of twins, the girl at the order desk didn't quite catch the message over the phone.

"Will you repeat that?" she asked.

"Not if I can help it," was the reply.

Pete and Jim were seasoned cattlemen with adjoining ranches. Jim was at Pete's house for dinner when table talk revolved around the custom of appropriating another's beef at butchering time.

"You know, Pete," Jim observed, "in 30 years I've never eaten my own beef. No sir, never have!"

"Well," drawled Pete, "You're eating it now."

•

There was a man who called a spade a spade—until he stumbled over one in the dark.

•

Three old gents were talking about the manner in which each would rather die.

The first said: "I'd rather be hung, it's the quickest." The second said: "I'd rather freeze, it's painless." The third had a different idea: "I'd rather be shot by a jealous husband!"

•

Frequent naps prevent old age, especially if taken while driving.

•

One busy morning it took some time for the doctor to see all the patients in his waiting room. He apologized to an elderly man for the long delay.

"I don't mind the wait so much," came the reply, "but I thought you would prefer treating my ailment in its earlier stages."

•

A bore is a man who deprives you of solitude without providing you with company.

•

The doctor came out of the bedroom to the anxious wife. "Frankly, I don't like the way your husband looks at all."

"I don't either, Doc," the wife replied, "but he is nice to the kids."

This young bachelor decided he was going to improve himself by cutting out things. First he cut out drinking. On the second day he cut out smoking. On the third day he cut out women. On the fourth day they found him cutting out paper dolls.

•

Isn't it a shame that future generations can't be here to see all the wonderful things the Government is doing with their money.

•

Employment manager: "It looks to me like your husband has been fired from every job he ever held."

Loyal wife: "Yes, but it does prove one thing. He's no quitter."

•

You can always tell who the boss is. He's the one who watches the clock during the coffee break.

•

Jr: "Mamma, Pappa wouldn't murder anybody, would he?"

Mother: "Gracious, no. What made you ask?"

Jr: "Well, I heard him down in the basement last night saying 'Let's kill the other two, Joe.' "

•

Middle age: When you look forward to a dull evening.

•

"Sweetheart," he blubbered, "tell me something soft and sweet."

She looked up at him and whispered softly, "Sugar . . . and please take me home."

•

Optimist: A cheerful guy who is blissfully unaware of what is going to happen to him.

•

"We're giving you a raise, Smithers. We want your last week to be a happy one."

•

Danny was new in the retail store business. "Have you an account here, ma'am?" he asked a customer.

"No," was her reply, "but I would like to see the manager."

Danny led her into the manager's office. "A no-account lady to see you, sir," said Danny.

•

Walking is good for the health, if you can manage to keep out of the way of automobiles.

YOUR WASHINGTON Reporter

R. E. PORTER

THERE HAVE BEEN RIPPLES far and wide from the report and recommended order issued by John S. Messer, Interstate Commerce Commission examiner, on the decimation of passenger service by U.S. railroads.

Messer's report dealt primarily with the Southern Pacific, which was accused by five state public service commissions of deliberately downgrading passenger service in recent years, particularly on the Sunset Route.

He upheld the charges against the SP and recommended that the carrier be directed to upgrade its service and stop its tactics of driving away passengers.

Then Messer went beyond the SP to propose that the ICC lay down a series of minimum standards of passenger service to which all railroads would have to comply. These would include meal service on trips over 250 miles; sleeping cars on night trains; car equipment in good order, clean and sanitary, and other similar requirements.

Also, Messer urged Congress repeal Section 13a of the Interstate Commerce Act, passed in 1958 and under which railroads have eliminated hundreds of passenger trains.

Such steps need to be taken, he said, because "there is a present need for intercity passenger rail service" and this need will grow in the years ahead.

Messer conceded that the changes he proposed would cost the railroads money. He said governmental agencies—federal, state and local—must intervene to help financially, such as by providing tax relief. Also, he would have local communities take over and maintain local rail depots. He suggested creation, with government help, of a "national rail passenger service," which would preserve a basic network of needed passenger runs.

As expected, Messer's recommendations got a chilly response from the railroads, but they were hailed by some members of Congress and in some sections of the press.

The Railway Labor Executives' Association strongly backed Messer's recommendations and urged the ICC to adopt them.

RLEA Chairman G. E. Leighty viewed the Messer report as a "hopeful sign that the ICC may now assume responsible leadership in the field of rail passenger service."

He said the time has come "when the commission can no longer act like a county coroner," holding inquests on train discontinuances, but should provide "preventive medicine" to save passenger trains.

Leighty called for "swift, affirmative action" by the ICC on Messer's recommendations. He warned that "if the commission delays, the railroads can utilize the time to discontinue all passenger service."

* * *

In Congress, one of the strongest pleas for action to implement the Messer report came from Sen. Abraham Ribicoff (D., Conn.), who has been active in a battle to save rail passenger service in the Northeast.

"Passenger trains, if spruced up, streamlined and promoted, offer the great promise of resuming their vital, and rightful, role in America's transportation system," Ribicoff told the Senate.

"But today, when it comes to attracting new passengers, most railroads are not only on the wrong track; they are headed in the wrong direction.

"Too many railroads have allowed their passenger cars to become dirty beyond belief. They should be cleaned up. Restrooms are often filthy and violate fundamental rules of sanitation. They should be put in order."

Ribicoff cited other examples, and said this neglect "permeates every aspect of passenger service." He added: "A businessman who does not make his product attractive does not attract much business."

"There must be a better way to run a railroad," he continued. The carriers, he said, must keep their air conditioning and heating units in order; they must provide decent meal service on long trips, and they must furnish other facilities that will keep and attract riders. Ribicoff called upon the railroads to "invest more money into passenger operations" so as to help meet the nation's needs.

He praised the Messer report as "a candid explanation of the sorry conditions most train passengers travel in—and a constructive outline for improving those conditions and getting passengers back on the right track."

Similar pleas for a new deal in rail passenger service came from Congressmen Thomas Pelly (R., Wash.) and Peter Kyros (D., Me.).

"If the rail companies are unwilling to join in this task, then Congress and the nation must proceed without them," Kyros urged.

* * *

Another big development on the railroad front was the submission to Congress by Transportation Secretary Alan Boyd of a proposed new railroad safety law, a subject on which rail labor has sought action for a long time.

Under his bill, Boyd explained, his agency would have "comprehensive" authority "to promulgate safety requirements relating to locomotives, rolling stock, trackage and roadbed, equipment, appliances, and other facilities in railroad operations."

Boyd told Congress that important areas of rail safety are now excluded from federal coverage, such as track, roadway and bridges. Also, "authority with respect to freight and passenger cars is scant" and there is "almost no safety regulatory authority extending to the operation of the trains themselves."

Boyd cited "the increasing number and severity of railroad accidents as evidence of the need for the legislation."

Among other features, his bill would increase penalties for violations of rail safety laws; allow the Department of Transportation to seek injunctions against safety violations, and regulate safety practices involving employes.

Chairman G. E. Leighty of the RLEA voiced delight that "the Johnson Administration is asking for ur-

gently needed railroad safety legislation" to deal with the toll of railroad accidents, which he termed "the greatest unpublicized tragedy in America today."

"We hope the Administration bill will be adequate to do the job, but we can't be sure until we study it," he added.

* * *

A further important development involving railroads was the action of ICC Examiner Nathan Klitenic in issuing subpoenas directing five brokerage houses to furnish the names and addresses of the real owners of 1,000 or more shares of stock in the Union Pacific, Southern Pacific, Santa Fe, Chicago & North Western, and the Denver & Rio Grande Western.

Those are among carriers involved in a battle for control of the Rock Island, on which Klitenic held prolonged hearings.

Klitenic issued the subpoenas after the carriers failed voluntarily to furnish the names of the owners. The railroads claimed the brokerage houses would not release the names.

At present, such data is given to the ICC largely under phony coverups, such as "nominee names, street names and fictitious companies."

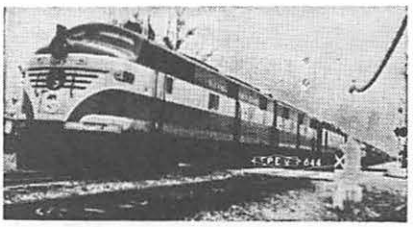
Airports vs Depots

A RECENT EDITORIAL IN the Mandan, North Dakota Morning Pioneer made this most interesting comparison.

If two new Boeing 747 jumbo jets were to take on a full load of passengers at Minneapolis airport today, the scene might be as follows:

Some 250 taxicabs and 700 private automobiles would converge on the airport, clogging access highways and overwhelming parking facilities. Presuming all cars eventually found a place to park, they would disgorge 980 passengers, plus 1400 family members or friends to wave the passengers good-by. It would require every ticket counter in the terminal to handle the 980 passengers—ignoring all passengers headed for other flights. At the same time, the terminal's baggage-handling facilities would be deluged under 1000 or more pieces of luggage.

Happily, it's all fiction—now. Those jets aren't scheduled to arrive until 1970. But when they do arrive, most airports won't be able to handle them. New York's three airports are either at saturation or will be by then. Chicago is thinking of building



a new airport about three miles out in Lake Michigan, Los Angeles airport is going underground. Tampa, Fla., is adding to its airport which will be so large that travelers will need a specially designed skybus to carry them from terminal to flight gates.

Stuart Tipton, head of the Air Transportation Association, reckons that it takes 8 to 10 years to plan and build a major metropolitan airport. "And," he adds, "most large cities will need another such airport within 10 years."

A 1966 study by Arthur D. Little Company, a Cambridge, Mass., consulting firm, showed that airport land needs in 59 major metropolitan areas from 1965 to 1975 would amount to 107.1 square miles, at an estimated cost of $75.9 million. The study did not include another 159 metropolitan areas. But costs are not the only hindrance to acquiring land for new airports. Conservationists fight them because the noise of jets scares away wildlife. Citizens of residential neighborhoods also fiercely oppose new airports near them. The noise of jets interrupts conversation, sleep, and generally makes life less pleasant.

With all of these problems just around the corner in air traffic, it is evident that plane reservations are going to be harder to get, especially at peak times, accidents are bound to increase, and the time and inconvenience of air travel is going to multiply. It takes almost as much time now to get from the terminal downtown in a metropolitan area as it does to fly between cities.

Yet with all this knowledge about what is going to happen in the future, little emphasis has been placed on a fast alternative mode of travel, the railroad. Quite the contrary, the railroads are taking themselves out of the passenger business as fast as the public regulatory agencies will let them.

Why do so many people want to fly? Of course it's faster, but the other reasons are important too. Air travel is glamorous and it's clean; its city-built terminals are usually good looking and pleasant; its employes are courteous and efficient; the price of the ticket covers almost all costs.

In spite of these present handicaps high speed railroads could become pleasant carriers of the traveling public, vastly more efficient than airplanes, but not under present conditions. Management, labor and the public will have to change their present attitudes if the railroads are to become true competitors. Perhaps the railroads will go entirely out of the passenger business before they will return to do the job they could do.

Traffic Safety Tip
Use Your Seat Belt

SEVERAL MILLION AMERIcans will buy cars this year equipped with a new safety device that can increase their chances of surviving a crash by more than five times.

But this device, the lap-shoulder belt, serves its purpose only if it is worn and worn properly.

Federal law says that auto makers must be installing lap-shoulder belts for the two outside front seat riders in all cars built after January 1968. Most of these cars will have a two-buckle lap-shoulder belt system. The lap belt section works like the old seat belt and buckles in front. The shoulder belt fastens at about waist level.

"Although the two-buckle system gives riders the option of fastening just one of the belts," says Harry Porter, Jr., the National Safety Council's Director of Traffic Safety, "it is important that users always fasten both of them."

Buckling just the shoulder belt is particularly dangerous. In a collision, the user can slide under this belt and perhaps suffer severe damage to knees or throat.

"Like the old seat belt," says Porter, "the lap belt must be snug, worn low across the hips. Adjust the shoulder belt so that you feel comfortable yet secure." A driver will want room in his shoulder belt so that he can reach controls, radio, and ashtray.

Drivers who own older cars without lap-shoulder belts may wish to consider adding shoulder belts to their cars. If drivers wore their seat belts, 8,000 to 10,000 lives a year could be saved. Shoulder belts, if put to use, could probably save many more.

A Look Into The Future

NATIONAL TRANSPORTATION Week, held recently in May, finds U. S. railroads well along the track toward building a new Space Age system of superfreightways to handle the nation's rising transport needs.

America's railroads are opening the throttle of a new century of railroading. The upcoming celebration of the Golden Spike Centennial, honoring the pioneers who completed the nation's first transcontinental rail line on May 10, 1869, marks the beginning of a new era of transportation service.

Modern technology, customer-oriented services and new marketing techniques are already transforming the nation's railroads into the transportation pacemaker of the future.

Record spending for modernization—$23 billion in the past two decades—is behind the railroads' new momentum.

The railroads are rolling today with more powerful diesel locomotives—some generating as much as 6,000 horsepower in a single unit—and new jumbo freight cars capable of carrying 150 tons of grain, 15 new automobiles or 50,000 gallons of liquids.

Speeding this modern rolling stock are scores of automated freight yards which sort cars and assemble trains in a fraction of the time—and at a fraction of the cost—formerly required.

Push-button Centralized Traffic Control now covers 46,000 miles of line, accelerating over-the-road train schedules.

All-welded "clickless" rail is being laid on thousands of miles of mainline.

Space Age systems such as ACI (Automatic Car Identification), TRAIN (TeleRail Automated Information Network) and UMLER (Universal Machine Language Equipment Register) are providing prompt, accurate electronic recording and reporting of car movement and location. These devices could increase the use of freight cars by a minimum of 10 percent. That's the equivalent of adding 183,000 cars to the fleet.

Other innovations employ radio, radar, closed-circuit TV, microwave and electronic eyes to increase both speed and safety in yard and line-haul operations.

Attractive new services such as piggybacking of truck trailers on flatcars, containerization, unit trains, rent-a-train operations and multilevel auto-rack cars are also helping railroads turn decline into growth.

Piggybacking, for example, has grown nearly five-fold in 10 years. It's now 9.1 percent ahead of its 1967 pace and is expected to triple in the next decade.

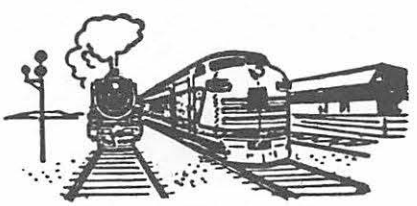
U.S. railroads are developing a "land bridge" between Europe and the Orient with a modern fleet of some 60,000 truck trailers and 17,000 containers, moving on 33,000 flatcars in piggyback-container service.

One-cargo, low-cost unit trains, shuttling at high speed between origin and destination points, are hauling more than one-fourth of all rail-borne coal. The resulting fuel bill saving for electric utilities—and electricity consumers—alone is estimated at $100 million a year.

Modern multi-deck rack cars, each carrying as many as 15 new motor vehicles, hauled 4.3 million vehicles in 1967, or nearly one-half of all new motor vehicles produced in the U.S.

Railroads are making progress in other areas as well. The merger movement promises an ultimate streamlining of the 77 major railroads and many smaller lines into fewer but larger systems. This will reduce operating costs and expedite through-movements.

Traffic trends point to further streamlining of the railroads' plant and operating methods in the years ahead. And the joint railroad-government program to test high-speed passenger service in the Northeast Corridor points to improved train service for the nation's congested urban areas, plus altogether new transport developments through research.



Rail Passenger Group Pledges Full Support For ICC Proposal

THE NATIONAL ASSOCIATION of Railroad Passengers, a nonprofit group made up of users of rail passenger service, pledged its full support for the report of Interstate Commerce Commission Examiner John S. Messer recommending that the ICC order railroads to provide adequate passenger service.

"This report is truly a 'magna charta' for the long-suffering railroad passenger," declared Anthony Haswell, NARP's executive director.

The report printed earlier in our Journal, was the result of an investigation by the ICC into the adequacy of Southern Pacific passenger service between Los Angeles and New Orleans.

The Association also participated in the case, presenting testimony at the request of the California Public Utilities Commission. Haswell promised that NARP would assist in every way possible in further proceedings before the Commission and if necessary before the courts.

The NARP is just another of the growing group that has come out in support of the recommendation of Examiner John Messer. Congressman Ken Hechler, also fighting to save passenger trains in the United States, stated, "This recommendation by Messer, in the Southern Pacific case is a real landmark on behalf of the public interest. It's high time that both the railroads and the Interstate Commerce Commission reverse the dangerous and deliberate efforts of railroads to downgrade service and discourage passengers. Now I hope that the Interstate Commerce Commission has enough backbone to adopt Examiner Messer's recommendations and require the railroads of the nation to provide clean, comfortable equipment and decent facilities for their passenger trains."

"It's about time that somebody blew the whistle on the unholy alliance between the railroads and some officials at the Interstate Commerce Commission who have not been aggressively protecting the public interest in good railroad passenger service," Hechler said. He charged that "high-paid lawyers for the railroads sneer at and ridicule members of the public who try to testify on their experiences with poor coach service on the railroads." He added: "The Interstate

Commerce Commission up to now hasn't fully recognized the utter hypocrisy of railroad management which claims through transparent publicity gimmicks the railroads have tried to increase passenger service, while at the same time they are guilty of poor service, dirty coaches, and deliberate efforts to reduce the number of passengers."

ICC Examiner Subpenas Five Brokerage Firms To Produce Records

IN THE COURSE OF A FEW weeks, another ICC examiner has refused to let the railroads have their way at a hearing. This time, Examiner Nathan Klitenic startled those at the hearing by issuing subpenas to five brokerage houses, to find out who really owns the nation's railroads.

The unexpected move came at a hearing in which several roads are fighting for control of the Chicago, Rock Island & Pacific Railroad. Examiner Klitenic issued subpenas to five brokerage houses, ordering them to produce the names and voting records of principal shareholders in five railroads involved in the Rock Island case.

"This is the first real attempt to compel the disclosure of beneficial shareholders (in railroads) that heretofore have been anonymous," an ICC official stated. The move will probably bring about an unprecedented legal test of the ICC's authority to identify these hidden stockholders.

Because of the increasing number of rail mergers, the identity of the stockholders, has become a significant issue in the rail industry. It is reported that some railroad experts have complained that the ICC has been approving major consolidations without knowing who actually controls the merging lines. ICC officials have acknowledged the problem but never in the past have they taken steps to make these owners known.

The RLEA argued unsuccessfully in the Penn Central merger, that the ICC should demand to know the principal shareholders of the roads. They contended that it was possible that significant shippers could be behind the merger.

Examiner Klitenic had previously asked the railroads to produce the shareholders records, it was reported. Several roads did so, but others told the examiner that the brokerage houses wouldn't disclose the information.

The examiner, described by associates as a "soft-spoken, scholarly type guy," promptly issued subpenas to top officials in five brokerage firms that, the ICC says, refused to produce records. The subpenas orders those officials to appear June 10 at the Rock Island hearing and bring records showing the names and addresses of each beneficial owner of 1,000 or more shares they hold in the Union Pacific; Southern Pacific; Atchison, Topeka & Santa Fe; Chicago & North Western; and the Denver & Rio Grande Western railroads. The orders also ask for the number of shares each of the brokerage concerns voted in 1967 and the instances when they voted stock for beneficial owners of more than 5,000 shares.

The Rock Island case basically involves a fight between the Union Pacific and the C&NW for control of the Rock Island. Several other roads are seeking at least part of the Rock Island, and still others want financial protection from whatever merger the ICC approves.

Bureau of Railroad Safety Announces Retirements

A. SCHEFFER LANG, ADMINistrator of the Federal Railroad Administration, announced recently the retirement of two officials in his Department.

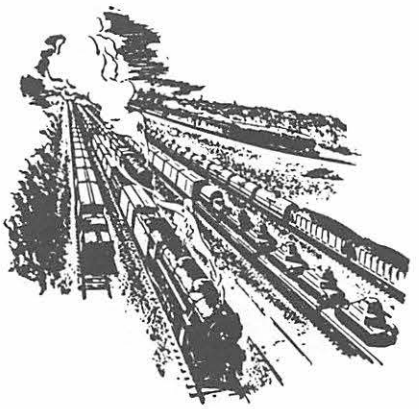
Howard R. Longhurst, Deputy Director of the Federal Railroad Administration's Bureau of Railroad Safety, has retired after 21 years of government service.

Mr. Longhurst entered government service in 1947 with the Interstate Commerce Commission after serving 27 years in various capacities in the mechanical department of the Minneapolis, St. Paul and Sault Ste. Marie Railroad. As a Safety Inspector for the Commission, he acted as an advisor on railroad safety matters and suitability of railroad cars and locomotives, and was considered an expert in the investigation of railroad accidents.

Mr. Longhurst was appointed Assistant Director in the Commission's Bureau of Safety and Service and Chief of the Section of Railroad Safety in 1956. In April 1967, he was appointed Acting Director of the Bureau of Railroad Safety.

Mr. Harold W. Chandler, Assistant Chief of Locomotive Inspection in the Bureau, also retired on the same date.

Mr. Chandler joined the Interstate Commerce Commission as a locomotive inspector in 1947 after serving 27 years in the mechanical department of three railroads. He served as District Inspector from 1947 to 1957, at which time he was appointed Zone Supervisor and subsequently was named Assistant Regional Manager then Regional Supervisor in the Atlanta Office.



Congressman Renews Attack On ICC Chairman

WASHINGTON, D.C.—"ONCE again the Interstate Commerce Commission has shown it is weak kneed in protecting the public interest," commented Rep. Ken Hechler, D. W. Va., on the ICC's decision to permit the C&O Railway to drop four passenger trains.

Hechler said the ICC decision in letting the C&O drop trains 3 and 4 between Washington and Cincinnati finds West Virginia left holding the bag. "This means the C&O apparently is free to do what it wants—haul West Virginia coal and freight, but deprive West Virginia people of needed good passenger service."

Hechler said the majority of the ICC apparently ignored the mighty roar of protest from West Virginians.

"The ICC also ignored the charges, backed up by scores of letters and personal testimony that the railroad deliberately downgraded passenger service in order to discourage train riders," Hechler said, adding:

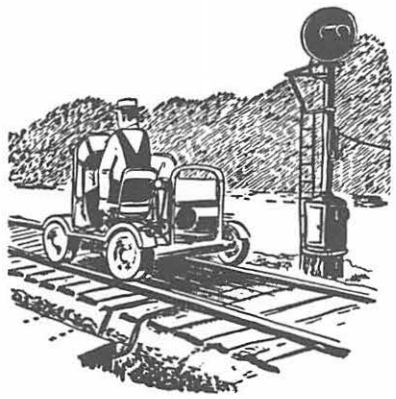
"I think public statements by ICC Chairman, Paul J. Tierney, terming passenger train service 'already outmoded' and 'chronically ill' pretty well reflect his opinion.

"These statements indicate he has a closed mind on the issue of rail passenger service. I thought these statements showed Mr. Tierney prejudged this important case and I asked that he disqualify himself. But he didn't."

Hechler praised Mrs. Virginia Mae Brown of West Virginia, the first woman member of the ICC, and who voted against the majority decision.

"I want to salute Mrs. Brown, who is vice chairman of the ICC, for standing up for the public interest and voting to require the C&O to continue all of these trains," Hechler said, adding:

"I certainly concur with Mrs. Brown's well-written dissent which said, among other things, that the passengers didn't leave the trains—the trains left the passengers."



Signalmen Win Election On Kansas Terminal Railway

THE BROTHERHOOD OF Railroad Signalmen recently received certification by the National Mediation Board to represent the Communication Maintainers and Communication Foremen on the Kansas City Terminal Railway. President Chamberlain reported that it became necessary to invoke the services of the National Mediation Board to investigate and determine who may represent these employes under the Railway Labor Act.

The board assigned Mediator Raymond McElroy to investigate and conduct an election by secret ballot, using the agreed to eligible list, to determine the employes representation choice.

The election was held and those employes eligible to vote gave the Brotherhood of Railroad Signalmen a unanimous vote. These new members, who are performing this highly technical work on the Kansas City Terminal Railway, are most welcome as members of our Brotherhood.

At this time we are now negotiating an agreement for these new members with the management of the Kansas City Terminal Railway.

Live A Little Longer

Beware Quacks

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

A NEW PUBLIC AFFAIRS Pamphlet on "Fads, Myths, Quacks and Your Health" gives three examples of what can happen when quack medical advice is chosen.

Fred Tatum, a husky construction worker, had never missed a day's work because of illness. During a physical examination, a tumor in his shoulder was discovered. A reliable specialist told him he must have it removed to save his life. Fred would not agree. How could serious surgery be necessary when he was only 25? He felt all right.

A friend recommended a "healer" who said he could cure Fred without an operation. With confidence he took treatments. After a year he admitted he'd made a mistake. Gradually pain developed and got worse. He went back to his doctor, apologized, and said he was ready for surgery. The surgeon agreed to operate, but he had the unhappy task of telling the family that now it probably was too late. Fred Tatum had cancer. A year had been wasted while he might have had good treatment.

Narrow Escape

When Patty's stomach hurt so much she cried, Grandpa suggested they take her to "Doc," who'd made his aches disappear many a time just by twisting his head and giving his spine a jolt. Sure enough, "Doc" said he knew all about Patty's trouble. He used his vibrator, taking plenty of time. His bill was high.

Patty's pain went away, but later her temperature went up and she went into shock. They rushed her to the hospital. It was two weeks before the doctors could tell her parents that she was out of danger from a ruptured appendix.

Mrs. Fremont hated to look into her mirror. Little lines around her eyes, across her forehead and at the sides of her mouth betrayed middle age, in spite of her slim, dieted figure and smart clothes. She had read an advertisement promising to recapture youthful loveliness. She paid $3,500 to make her dream come true. What she got instead was a nightmare—chemical burns on her face that left scars for which little could be done. She destroyed her looks through yielding to the claims of a quack.

These three persons were sadly duped. Why, when it comes to the important question of health and sometimes life, do people permit untrained, unqualified persons to put themselves in jeopardy?

Why Run Risks?

When so many formerly fatal diseases can be cured and some prevented, when proper medical care can bring good health and long life to more Americans than ever before, it is a calamity that these people and thousands like them can be lured into the hands of such charlatans and quacks.

I strongly urge that you get a copy of this pamphlet No. 415, "Fads, Myths, Quacks and Your Health," by sending 25 cents to Public Affairs Pamphlets, 381 Park Ave. South, New York, N.Y. 10016. It contains interesting information on many phony treatments for many common diseases. These are things you should know about.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. 385-3601

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.

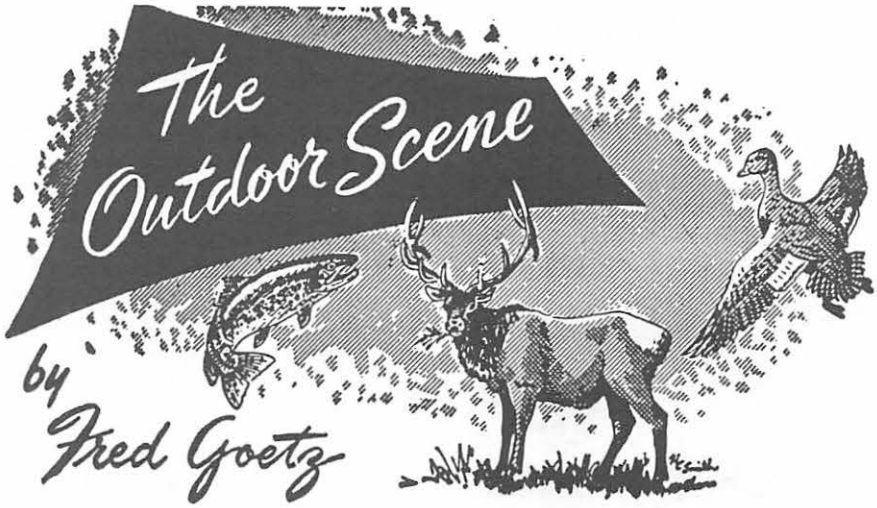
Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346



J. H. CRAIG OF 215 NORTH 10th St., Atchison, Kansas, recently retired from the workaday world after 30 years service as a signal maintainer in Eastern Kansas where he worked on APB, CTC and Automatic Train Control signaling. He is now an honorary member of Local 72 and last we heard was utilizing much of his spare time in pursuing his favorite pastime: Fishing.

Following picture shows Brother Craig with son Jack—a chip off the old piscatorial block—holding a pair of channel cats they nipped from the Missouri River near Atchison.

Didja' know that: Bison, for all their great bulk, are speedy runners. An adult may weigh half a ton or more, but may be capable of running across the plains up to 40 miles per hour.

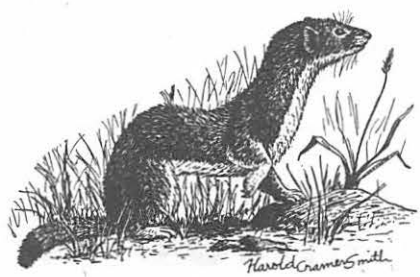
In contrast with the sharp shrill whistle of the bugling bull elk, the call of the bull moose is a bellow or grunt.

* * * * *

The Pennsylvania-released duck holding the record for the longest westward flight was a mallard bagged in the State of Washington. The longest southward flight was by a blue winged teal, shot on the island of Jamaica in the West Indies.

* * * * *

Obviously the weasel has acquired a reputation as a killer in the wildlife fraternity. Many a larger animal becomes uneasy when it scents the weasel. Cottontails in cages have been known to die of fright when exposed to them.



Bill and Hazel Garner of Portland are avid outdoor folk, particularly interested in the fishing and hunting pastimes. And they always have an eye for the bounties of nature that go hand in hand with the pursuit of fish and game.

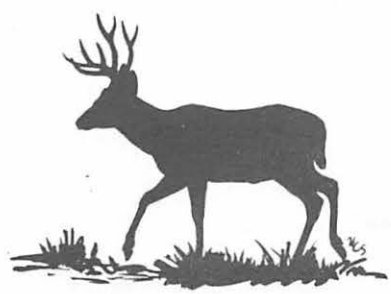
On a past junket, Bill and Hazel stopped off at the Beales' Motel at the little town of Wheeler on the Oregon coast and it was there they discovered that Mrs. Beales was fond of wild animals. At the time of their visit they found her feeding her wild friends—a raven with a wounded wing, accepting her generosity and bawling her out at the same time, and a family of racoons that had just come in from the woods for their daily handout of dried bread.

Here's a picture of the racoon chow line; maintained by the Beales.

* * * * *

A bit of verbal rambling 'bout deer antlers:

Antlers are bony structures, characteristic of male members of the deer family. They differ from true horns as they are shed each year. Contrary to general belief, the points on the antlers are not, necessarily, a surefire indicator of age. Does are occasionally found with antlers. Those animals, usually, are incapable of bearing young.



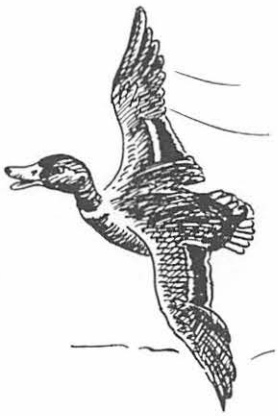
A tip of the column topper to Charles Johnson of Springfield, Vermont. Concerned about the meager winter food supply predicted for the state's deer herd, he carried out a one-man conservation drive to remedy the situation. Johnson, a groceryman, passed out many a pocketful of rye seed to his customers who agreed to sow it on their next journey to the wild woods.

He said the rye springs up in about a week and stays green all winter, providing food for the birds, rabbits, as well as deer.

* * * * *

A banded, pen-raised Illinois mallard from the Nilo Farms shooting preserve at Alton, flew the coop

and continued cross-country. It saw a lot of territory before it was downed over a northwest marsh by a hunter. Most of the notable long range duck flights take place from north-to-south; precious few ever make the east-to-west trip. Too bad the winger wasn't taken alive and returned home. What a tale it could have quacked to its feathered friends at Nilo.



There was a claim-jumping winger in the skies over Missouri, a majestic whistling swan, a rare bird in the area, for that matter any area; it is one of the nation's endangered wildlife species.

Seems like the whistler was flying high when a piece of real estate below took its eye—a decorated metal washtub secured atop a wooden post, one of the many such abodes established as predator-safe nesting sites for Canada geese.

Union members—in good standing—and the members of their families can earn a pair of the illustrated KROCODILE fishing lures. All that's necessary is a clear snapshot of a fishing or hunting scene—and a few words as to what the photo is about. Send it to:

Fred Goetz, Dept. SJ
Box 508
Portland, Oregon 97207

Please mention your local number and zip code. Of course, retired members are eligible.

Former Signalman Asks Government Control Of Railroads

REPRESENTATIVE RALPH Watkins of El Reno, Oklahoma, a retired former General Chairman for the Brotherhood of Railroad Signalmen on the Rock Island, re-

Watkins

cently called for the nationalization of the nation's railroads. It was noted in a resolution offered to the Oklahoma House, the lack of concern by the present management of the railroad industry for the welfare and needs of the general public. Also the same lack of concern amply demonstrated by the progressive elimination of passenger trains and failure to provide adequate equipment and service for freight shipments, along with the persistent refusal by rail management to establish adequate safety measures for the protection of both passenger and workers. For these reasons, this resolution was introduced calling on the Congress to provide for ownership and control of the Railroad Industry.

Ralph, who started railroading in 1921 as a signalman and a member of the Brotherhood of Railroad Signalmen for over 30 years, served our Rock Island members as general chairman from November 1952 until his retirement in September 1967. He was first elected as local chairman in 1935 and held most positions on the Rock Island General Committee between 1935 and the time of his retirement in 1967. Brother Watkins has the honor of serving the longest tenure of any general chairman on the Rock Island.

In 1959 Brother Watkins was a successful candidate for State Representative from Canadian County and is now serving his fifth term in the Oklahoma Legislature. A member of many committees in the Oklahoma House, Brother Watkins serves as chairman of the Labor Relations Committee.

While Ralph retired from signal and union work he is still very active with his legislature work and will always remain a friend of the working man and in particular the railroad union worker.

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BUCKLE YOUR SEAT BELT

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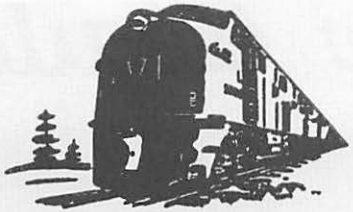
RRB Reports Revised Booklet Available

THE RAILROAD RETIREment Board announces the availability of a revised booklet describing benefits payable under the Railroad Retirement and Railroad Unemployment Insurance Acts. The booklet, Form IB-2 "Benefits for Railroad Workers and Their Families," includes the changes in the laws resulting from the 1968 amendments.

Copies of the booklet are available to individuals on request at any of the Board's district offices or from the Information Service, U.S. Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611. Railway labor organizations also have a supply of these booklets. Copies may also be purchased for 15 cents each from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

Railroad NEWS IN BRIEF



THE C&O/B&O reported that besides operating thousands of freight cars, locomotives and passenger cars they also have a large fleet of motor vehicles. In fact, they own 3,216 trucks, passenger cars and station wagons, all essential in the day-to-day operation of the system.

Included in the fleet are 1,000 lightweight trucks, such as pickups, carryalls and utility vans. There are also 1,000 heavy-duty trucks with the remaining 1,216 vehicles being passenger cars and station wagons. About 75 percent of all vehicles are assigned to the engineering department which has the responsibility for the maintenance of the railroad.

THE DEPARTMENT OF TRANSPORTATION and the Seaboard Coast Line had the start of a very good project—the test route was picked, Washington to Jackson-

their program for modernization of the Enola Classification Yard in Harrisburg, Pennsylvania.

THE ILLINOIS CENTRAL RAILROAD recently ordered 45 weight responsive retarders from the Signal and Communications Division of Westinghouse Air Brake Co. These retarders are to be installed at the Markham Yards, Hazel Crest, Illinois.

THE CHESAPEAKE & OHIO RAILWAY AND THE BALTIMORE & OHIO RAILROAD recently reported asking the ICC and state agencies to approve new fare structures partly based on the day of travel. Some ticket charges would rise, others would drop.

The roads plan to create "blue" and "yellow" fares patterned after the Canadian National Railway's "red," "white," and "blue" fare structure that has proven quite successful in stimulating rail travel. The increases were effective May 19.

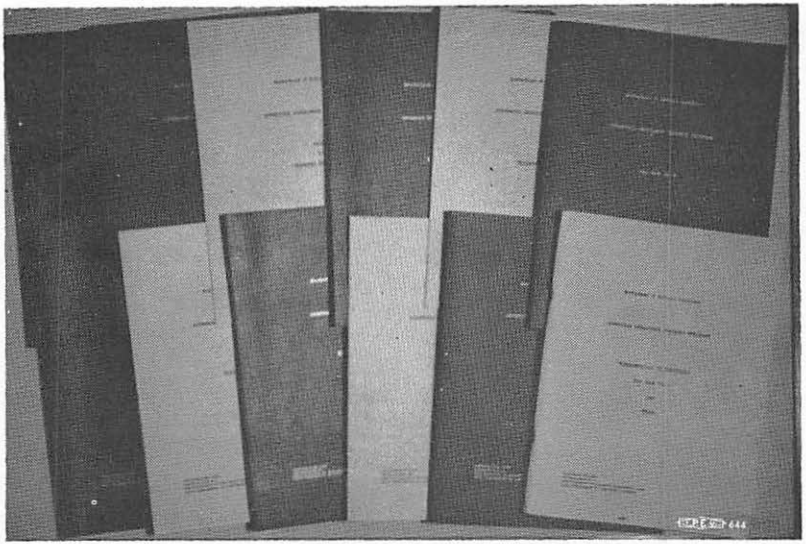
THE SANTA FE is planning a "land bridge", five day rail runs between California and New York ports. Plans call for an 80-car train carrying containers from Pacific and Asian ports to Europe. The proposal, offered to 20 steamship lines, call for Santa Fe operation between California ports and Chicago, with Penn-Central doing the honors between Chicago and New York ports, chopping days of travel off the present Panama Canal Route.

THE AMERICAN RAILWAY CAR INSTITUTE announced recently nearly 7,000 new and rebuilt cars were added to the nation's railroad car fleet in March, one percent more than the February total. Of the March car deliveries, 3,978 were built by new contract car builders and 1,734 were built new in railroad shops and 1,234 were rebuilt cars.

PENNCENTRAL directors, offered to acquire for cash, stock and bond, the remaining outstanding stock of the Pittsburgh & Lake Erie Railroad. The New York Central has owned 571,974 shares or 81 percent of the Pittsburgh & Lake Erie's outstanding shares for the past three years.

A company spokesman said the move is a step toward the eventual merger. The acquisition is conditional on receipt of at least 65,000 shares and to authorization from the ICC.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and ex-

outlook for extending the operations to other routes.

The Auto-Trains are special cars that will allow the motorists and their cars to travel together on long distance trips.

THE PENN CENTRAL recently ordered from the Westinghouse Air Brake Company (WABCO) 404 Hevi-Car Kits to be used to modify and upgrade retarder equipment for better speed control of cars up to 160 tons, at their Conway Yard. At the same time, two Model 67 retarders were ordered as a part of

LODGE NEWS

f R. S. members

Reading

Reading, Pa. (26). The regular meeting of Local 26 was held at Reading, Pa. on April 22, and was called to order by Chief Signalman H. D. Borrell. Brother W. J. Mengel was appointed to serve as Chaplain.

A lively discussion was had by 33 percent of the membership present which included a motion to retain our Birthday Holiday; no increase in dues; initiation fee increase to $10.

A good attendance contributes to a worth-while meeting.

Our next regular meeting will be on July 22.

The report of General Chairman J. P. Fiori was particularly well-presented and explained in detail business that concerned all of us.

A reminder that the third quarter dues are due in July and payable to Secretary-Treasurer Brother D. H. Wise, 309 Brookline Plaza, Reading, Pa. 19602.

Best wishes from the officers and members of Local 26 are extended to Brother E. L. Koble for a happy, healthy and well-earned retirement.

We welcome Brother N. F. Delp to duty from sick leave and best wishes to Brother G. L. Kurtz for a speedy recovery.

Remember our fighting men in Vietnam.

L. Vanino

B&O-LV

Dayton, Ohio (94). Our quarterly meeting was held on April 20 at City Hall, Deshler, Ohio. Ten members and officers answered to roll call.

Five new members were voted upon and accepted on a motion made by R. M. Clark, seconded by G. H. Schmitz. The minutes of the last meeting were read and accepted. Grievances were reported and solutions discussed with General Chairman H. C. Guscott.

Sickness of members report included Brothers D. H. Kelley and Layton Hasch. Brother G. F. Hammond, Dayton Union Railway, expects to return to work in May, having recovered from open-heart surgery performed in January.

We have just learned of the death of William V. Feeney, former chief signalman of Local 94 and local chairman Chicago Division. Brother Feeney was employed in 1926 and worked until his disability retirement in 1961 due to a heart condition. Our sincere sympathy to his widow.

The financial report was read by Brother C. B. Bruno and stood approved as read. New business and old followed; there being nothing further we adjourned about noon.

Our next meeting will be held at The Pick-Fort-Hayes Hotel, Columbus, Ohio, at 9:00 a.m. on July 20.

Garth F. Hammond

Jesse Clark Honored By Penn Central

President Emeritus Jesse Clark was recently presented with a scroll placing him on the Roll Of Honor of The Pennsylvania Railroad, on which he held seniority prior to his retirement. Clark also received an engraved 50-year solid gold service button.

In making the presentation during a ceremony held in his office at Philadelphia, Mr. Guy W. Knight, Senior Vice President of the Penn Central observed that only a few people held such a distinction and expressed appreciation of the railroad and its many high officials for Mr. Clark's long and devoted service to the industry.

Mr. Knight further observed that while Mr. Clark had been on leave of absence from actual service of the carrier for many years while devoting full time to his official duties with the Brotherhood of Railroad Signalmen he had contributed much to the entire railroad industry. In his untiring efforts to enhance and improve the wages and conditions of employment of all railroad workers—and in particular the members of his own craft he was privileged and honored to serve—he always kept the interest of the carriers in mind and was able to view the picture from

Mr. Guy W. Knight, Senior Vice President of the Penn Central, is shown placing an engraved 50-year solid gold service button on the lapel of President Emeritus Jesse Clark.

both sides and on a fair and equitable basis.

In response Brother Clark stated that he was very proud of the high honors that had been bestowed upon him by this great railroad. He expressed his appreciation for the many years of happy and cooperative relationship, not only with his own railroad but also with the many other carriers and their employes he had been privileged to know and work with during his many years as a Brotherhood officer. Brother Clark also observed that young men should take up railroading as their vocation. Here promotion and opportunity is unlimited when one properly applies himself and demonstrates his ability, honesty and loyalty.

The presentation was made by and on behalf of The Pennsylvania Railroad with whom Mr. Clark started his railroad career many years prior to the recent merger with the New York Central creating the Penn Central.

C.N.-C.P.

Winnipeg, Man. (12). Our regular meeting was held on March 9, at the Assiniboine Hotel in Winnipeg, Manitoba. The meeting was called to order at 10:30 a.m.

The following members were present: J. Halowaty, E. Vermette, A. Gimble, R. Jablonski, A. G. Recksiedler, D. Dunand, R. Thompson, S. Lawson, H. Patson, D. Main, J. Platt, K. Reitter, M. Mykietowich, A. Wright, G. Nachtigall, J. Hodgdon, R. Law, H. Hadgson, K. Norman, R. Pissh, C. Maycock and Grand Lodge Representative A. N. Cotton.

The minutes of the previous meeting were read and accepted and there were no propositions for membership.

A report of the grievance committee found Brother Wright still progressing Brother Young's grievance for holiday pay. And Brother Platt reported progressing a grievance regarding payment on a general holiday when it is his rest day.

We also have a grievance for a brother not being paid a higher rate from the date he was awarded the higher position. The company has agreed to place the man in his higher position without further delay. In discussing this claim, it was pointed out that management could use this as a precedent to move employes to their positions at short notice. It was also mentioned that in the past when it suited the company to move employes on short notice, they were moved. By leaving this open, we can still progress each individual incident on its merit. A single man may be willing to move within a day, but a man with a family may need more time. It was suggested that the brother contact the Brotherhood for its position; Brother Platt will develop this further.

Brother Kanski, when further information is available, will progress a claim for expenses, that was refused by the company due to the time element involved. It was the general feeling that this was a sharp practice on the part of the supervisor. Grand Lodge Representative Cotton said that the companies are being very particular with regard to time limits. Anyone having a grievance should submit it without delay so we can avoid this in the future.

Brother Gimble asked if an employe who worked in a higher classification in 1967 and was reduced to a lower classification in 1968, would be paid vacation time at the higher rate as provided for under the Canada Labor Code, if it is to his advantage.

Brother Norman mentioned that the boarding car is going to refuse to serve meals on weekends if there is a restaurant in town; Grand Lodge Representative Cotton will look into this.

Brother Jablonski reported the Entertainment Committee had booked the Concord Hotel for October 19 and the price of tickets is set at $2.50 each, with the local subsidizing 75 cents of the remaining cost of each ticket, the full price running $3.25 for each ticket. Drinks will be sold at a cost of three for a dollar. A motion was made and seconded that this meeting agrees with the action taken by the Entertainment Committee.

Brother Nelson was reported hospitalized and Brother Semins off sick but expected back to work soon.

A proposed meeting of the members in the Lakehead Area of Port Arthur was discussed and Brother Cotton will arrange to hold a meeting as soon as he can fit one into his schedule. Meetings in Montreal and Ottawa this winter have kept Brother Cotton extremely busy.

A motion was made and carried that the necessary funds for setting up a special meeting at Port Arthur for C. N. and C. P. members be paid from local funds.

Local Chairmen Kanski and Platt submitted bills to cover wages and expenses at Savent Lake, that were paid with approval of the trustees.

It is felt that the condition of living quarters and the cost and poor bunk cars are the reason for the large turnover of men on the Prairie and Mountain Regions. It is the feeling of Brother Cotton that the company will take action on these matters and they were brought up at the Regional Co-op meeting.

The skill differential on the C. P. is still being progressed, as they have a larger number of classifications than the C. N., and an attempt is being made to change some of these classifications.

Brother Rockseidler had a grievance regarding a job not being rebulletined after it was vacated. On checking this job, it was found to be a protected apprentice position in a gang.

At a meeting Brother Cotton had with the Signal Engineer, Prairie Region, Bulletin #4 was discussed and Brother Cotton reported to this meeting. He also announced that Brother Platt was elected Assistant General Chairman of C. N. Western Lines.

Vacation relief for maintainers this year is out and questions as to when an employe may take his vacation is covered by Article 14, paragraph 14 of the agreement.

A motion by Local Chairman Platt that we summon in writing any elected officer who missed the four consecutive meetings to present reasons for his absence, and if he is not in attendance, his office will be declared vacant. Motion carried.

A motion carried allowing Local Chairman Platt to purchase a filing cabinet for the local at a price not to exceed $50.00.

Grand Lodge Representative Cotton said there will be a meeting of all local chairmen, probably held in September, with the cost to be covered by the Grievance Committee. Our contract expires at the end of 1968 and it is expected that our Brotherhood will serve notice on the railways for a new contract at that time.

The statement of receipts and expenses was read by Brother Law and a motion carried accepting this statement.

With Grand Lodge Representative Cotton not being able to attend our next scheduled regular meeting, on May 11, the date of this meeting was changed to May 25. R. Law

Missouri Pacific

Kansas City, Mo. (72). The regular meeting of Local 72 was held on April 28 at the Town House in Kansas City, Kans. Meeting called to order by Brother C. W. Fleming. The meeting was opened with a prayer by Brother Lanpher at 9:20 a.m.

The minutes of the previous meeting were read and approved as read. There was no St. Louis, Mo. meeting held due to the trainmen's strike.

M. D. Robinson, Duane Miller and L. M. Lindsey were accepted as new members. Motion by Brother Brown. Seconded by Brother Thies. Motion carried.

A motion was made by Brother Brown that the financial condition be discussed at all meetings until the trustees of Local 72 meet in November to audit the financial secretary's books and make a recommendation as to what is needed to carry on the work of the local and the general grievance committee. Seconded by Brother Joe Holmes. Motion carried.

There was a general discussion on claims and grievances and the taking over of the Western Union pole line.

The ballots for the election of local chairman were opened and counted and Brother H. M. Ritter was duly elected local chairman, Central Division.

There were four officers and 12 members present. Meeting adjourned at 11:45 a.m. G. W. HOLMES

C.R.I. & P.R.R.

Kansas City, Kans. (78). Our regular meeting was held at the Holiday Inn in Kansas City, Kansas on May 4. This was the 104th meeting of Local 78.

The meeting was called to order at 1:30 p.m. by Local Chairman E. L. Rollings due to the absence of Chief Signalman C. M. Rigg. The following members were present: A. E. Ketterman, G. A. Smith, E. L. Rollings, J. J. Daily, J. M. Shapp, Jr., and L. E. Case.

The minutes of our last meeting were read and accepted and the bills were paid with the approval of the trustees.

Applications for membership were received from two new men and the chairman of the investigation committee moved that the applicants be accepted. We welcome our two new brothers, William D. Ellis and Manual W. Cline.

We discussed our grievance concerning a testman qualifying on a temporary assignment and being required to then remain in class. This case refers specifically to Brother A. L. Martin working as temporary testman at Liberal. Rules 40, 41 and 42 cover this case.

A motion was made and carried that the General Chairman proceed with the investigation of the possibilities of a merger of general committees, as named in the meeting notice of April 19, and A. E. Ketterman's letter of April 14.

General Chairman A. E. Ketterman will present Brother Case's views concerning limitations of term of office for elected local officers to other local meetings for discussion.

Our next regular meeting will be held in Topeka, Kansas on the first Saturday in August (August 3) at 1:00 p.m. L. CASE

Chicago Great Western

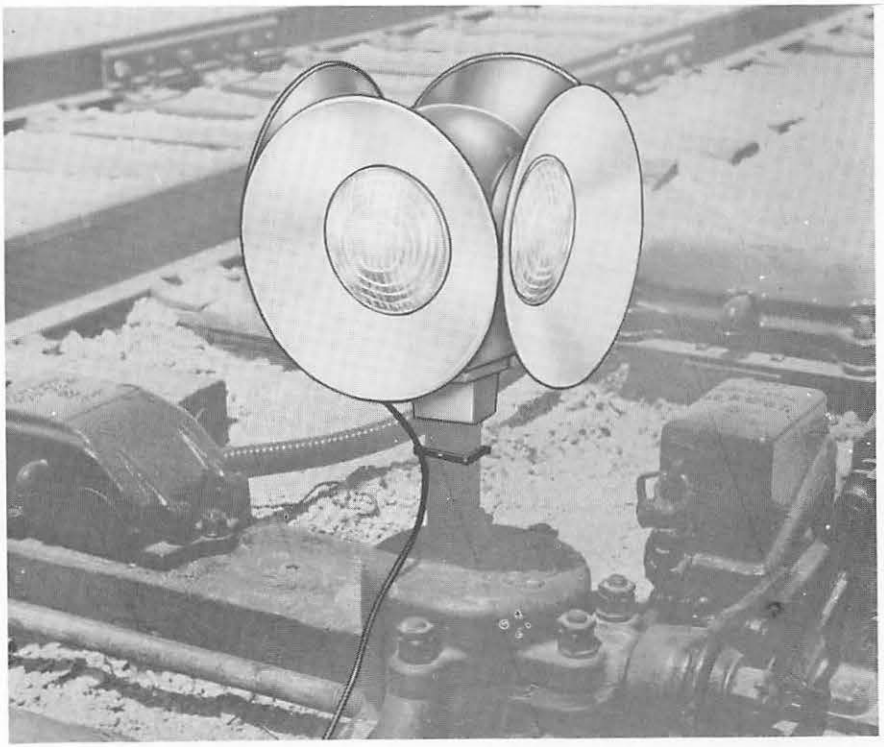
Oelwein, Iowa (98). Our regular meeting for the first quarter of 1968 was held on March 16, at V.F.W. Hall.

The meeting was called to order at 9:05 a.m. by Chief Signalman T. G. Grace, with the following members, and visitors, present: General Chairman D. L. Foote, from Des Plaines, Ill.; Vice President M. B. Frye, from Grand Lodge headquarters in Chicago; James Grant, Jerry Reich, Danny Hackens, Dale Koppmeyer, R. J. Steffen, K. W. Van DeWalker, W. D. Eastman, T. H. Duffy, and T. G. Grace.

After the meeting was opened in accordance with the Ritual by Brother Grace, he gave the gavel to Brother Frye who conducted the meeting and then returned the gavel to Brother Grace for the formal closing.

General Chairman Foote stated he had a conference on March 12 to discuss the matter of incorporating those provisions of the Award of Arbitration Board No. 298 (travel time and expenses) which he elected to accept on our behalf.

Vice President Frye explained the status of the various activities in which Grand Lodge is participating, including: (1) the March 15, 1967 formal notices to revise and supplement the February 7, 1965 job stabilization agreement, and (2) the September 1, 1967 formal notice for insurance and sick pay for signal employes. He also discussed our recent notice of March 1, 1968 for a wage increase for all signal employes, and explained the importance of Grand Lodge having the complete support of all our members in this endeavor, even to the extent of supporting strike action if it becomes necessary for a strict ballot to be issued. He also explained the last convention action which changed our constitution with respect to strike ballots, with that change making it extremely important for every member to properly mark any strike ballot he receives, and return it to Grand Lodge within the specified time. PETER D. GRECO



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P.R.S.L. & P.R.R.

Hammonton, N.J. (58). Here it is May and we have to think of our vacations starting soon. Us old-timers remember when we had to work years without vacations or holidays, six days a week and 52 weeks a year without time off. Now, thanks to our Brotherhood, new and old members can enjoy all of these benefits.

The Penn. Reading Seashore Lines are abolishing the positions of a foreman, two signalmen and two helpers at Hammonton, N. J. headquarters. Our local will fight for these positions to be restored, under our new rules of February 1965.

I am sorry to report the loss of three of our brothers during the past year. Brother E. A. Grace passed away in March, and in April we lost Brothers James E. Gibson and Charles G. Brewster.

Brother Grace retired in 1954, and Brother Brewster retired January 1958, both from the Penna. Reading Seashore Lines. Brother Gibson retired in 1960 from the Atlantic Division of The Pennsylvania Railroad.

With work on the High Speed Line winding up all are concerned as to the fate of the extra men. Let's hope that the railroad will find a place for them and we are not faced with a lay off.

The recent storm sure was something, burned out cable, lamps, key sets, radio circuits and telephone fuses.

Had a talk with retired Brother Roy (one eye) Murphy and he reports that he celebrated his 46th wedding anniversary on March 24 and was 70 years young on May 23 of this year. Also said he was enjoying retirement—four years now—retiring May 29, 1964.

Let's all remember our next meeting July 10 at 8:00 p.m. on Egg Harbor Road in Hammonton, N.J.

J. L. NACK

Obituary

Robert H. Keyes, member of Local 77, Norfolk & Western, passed away on February 27.

Brother Keyes began his signal career on April 28, 1924 as helper in the Signal Construction Department. He was promoted to assistant signalman on November 28, 1924 and to signal maintainer on the Scioto Division on February 7, 1929, the position he held at the time of his death.

The officers and members of Local 77 extend deepest sympathy to his widow and other surviving members of his family. V. J. SARTINI

Hastel E. Sowers, retired member of Local 77, Norfolk & Western, passed away on April 11. Brother Sowers began his signal career in 1920 and after 46 years of service retired in 1966. At the time of his retirement he was a signalman in the Signal Repair Shop and Reclamation Plant, Roanoke, Va.

He is survived by his widow, to whom the officers and members of Local 77 extend their deepest sympathy. V. J. SARTINI

James T. Mac Murdo, retired member of Local 112, Pennsylvania Railroad, passed away December 27, 1967. He was 65.

Brother Mac Murdo last worked as signal maintainer testman on Conemaugh Division and retired July 8, 1966 after 46 years of service.

He is survived by his widow, Bertha, of Blairsville, Pa.; son, Donald of Erie, Pa.; and daughter, Helen V. Posner of Pittsburgh, Pa.; eight grandchildren and 1 great grandchild, to whom the officers and members of Local 112 extend deepest sympathy. ED.

Edward G. Cummings, member of Local 69, Penn Central, passed away April 12. He was 26.

Brother Cummings started working on March 22, 1967. He was a C&S maintainer at South Chicago Bridge at the time of his death.

Officers and members of Local 69 extend deepest sympathy to his widow, two sons, one daughter and the surviving members of his family. W. F.

Otto Ebert, retired member of Local 130, Chicago & North Western Railroad, passed away March 4. He was 74.

Brother Ebert retired in 1964 after completing more than 47 years of service which began when he hired out as a signal helper in 1916. At the time of his retirement he was a relay testman in the Chicago Terminal District.

The Officers and members of Local 130 extend sincere sympathy to the surviving members of Brother Ebert's family. J. FOOTE

C. G. Miller, retired member of Local 119, Chicago, Burlington & Quincy Railroad, passed away on April 9. He was 67.

Brother Miller completed 35 years of service and was a maintainer at Seward, Nebr. at the time of his retirement.

He is survived by his widow, to whom the officers and members of Local 119 extend their deepest sympathy.

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When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

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March Of Dimes Boy Meets Star

Four-year-old Timmy Faas, Whittier, Calif., 1968 March of Dimes boy, enlists the aid of movie and television star Raymond Burr, in the fight against birth defects. Timmy symbolizes the more than 250,000 children born in the United States each year with birth defects.

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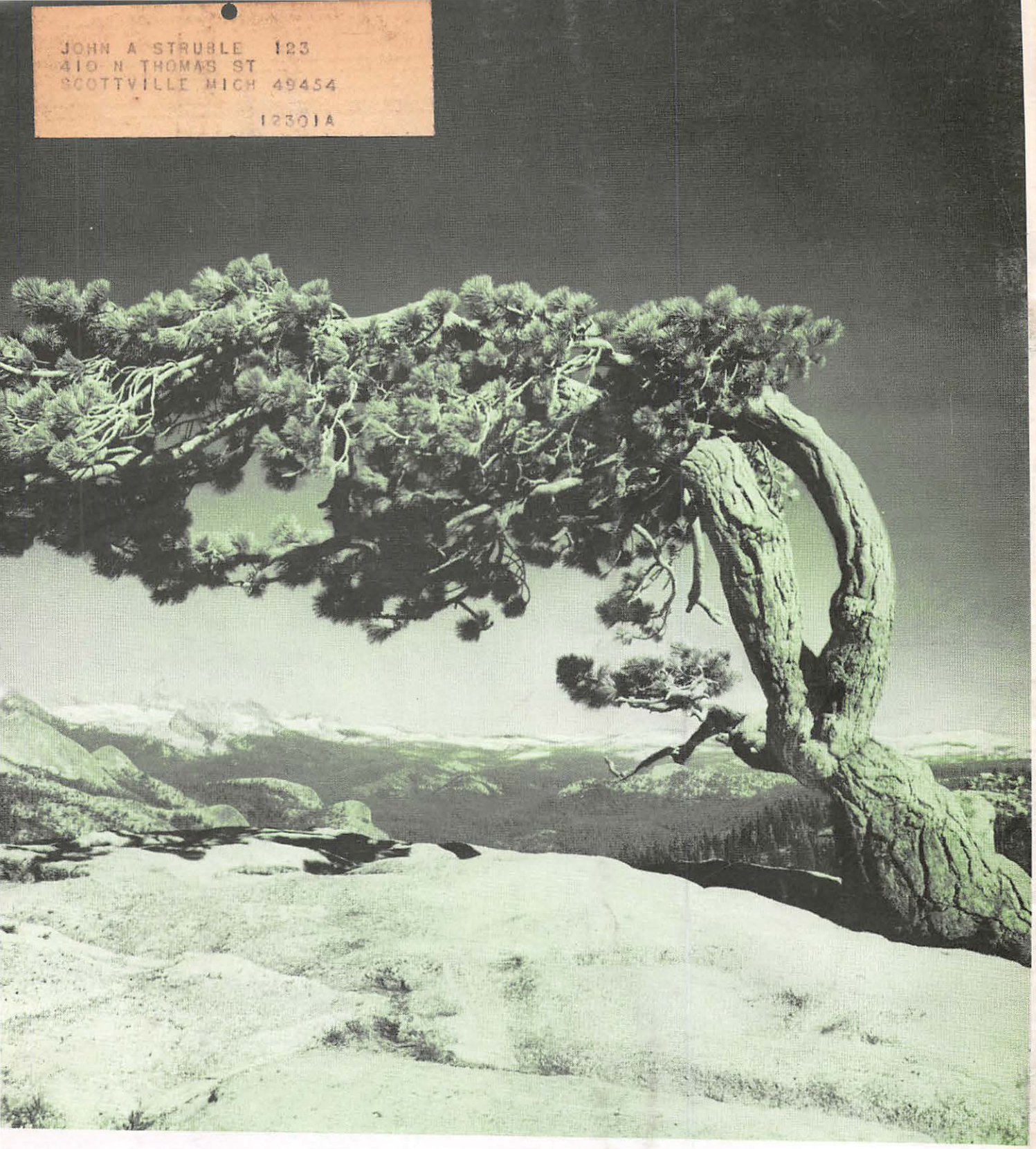

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